

J. M. APFELD.
Apparatus for Moving Houses.

No. 223,266.

Patented Jan. 6, 1880.

FIG. 1.

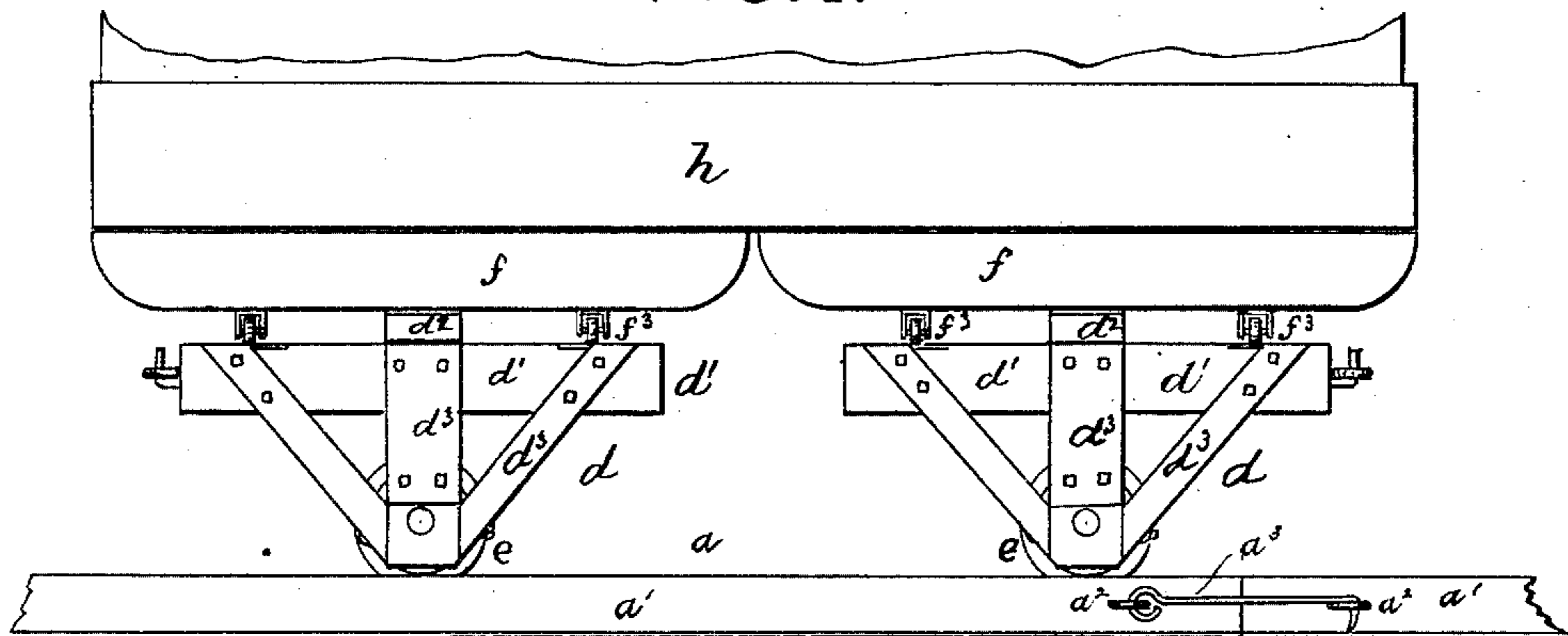


FIG. 2.

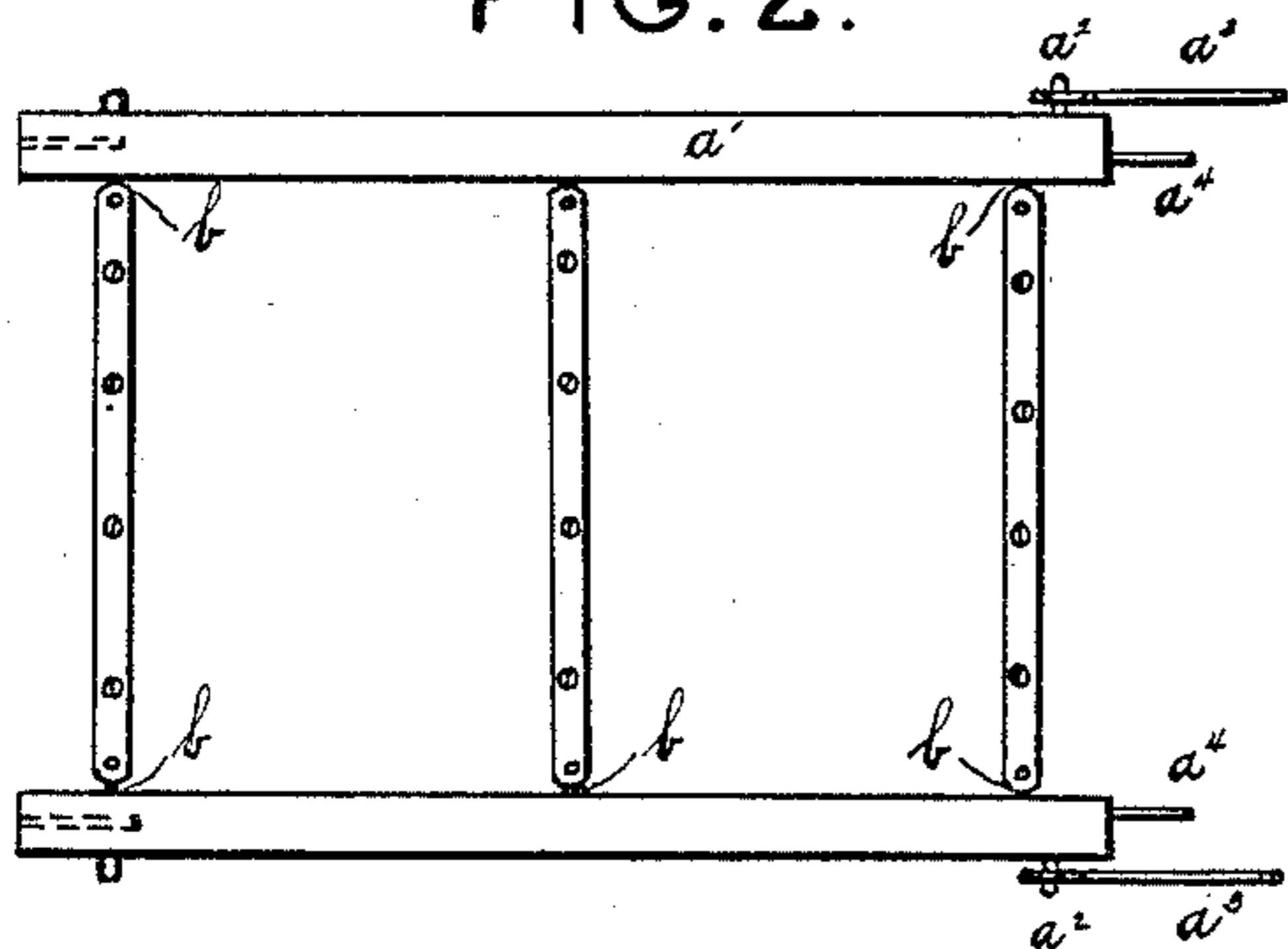


FIG. 3.

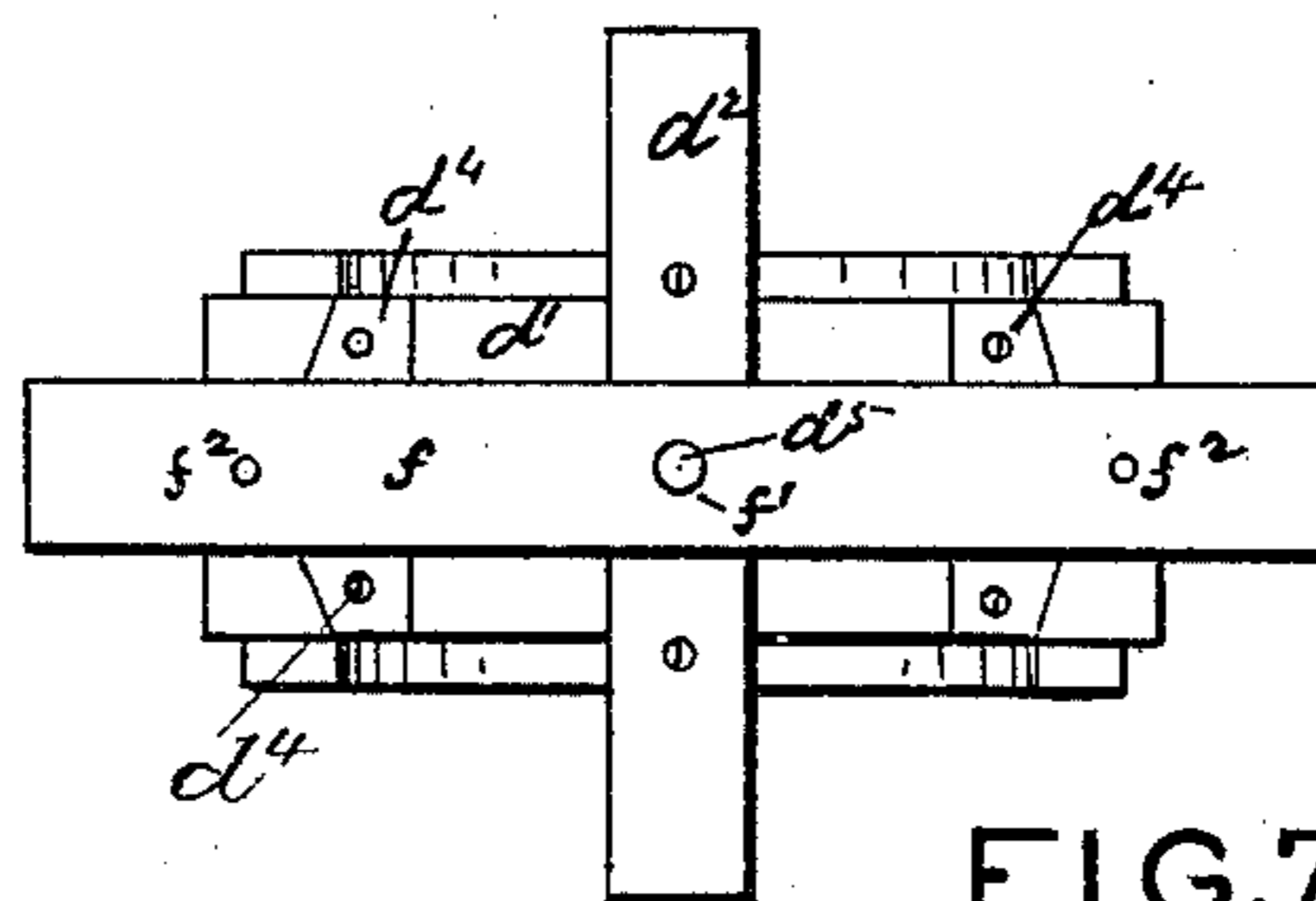


FIG. 7.

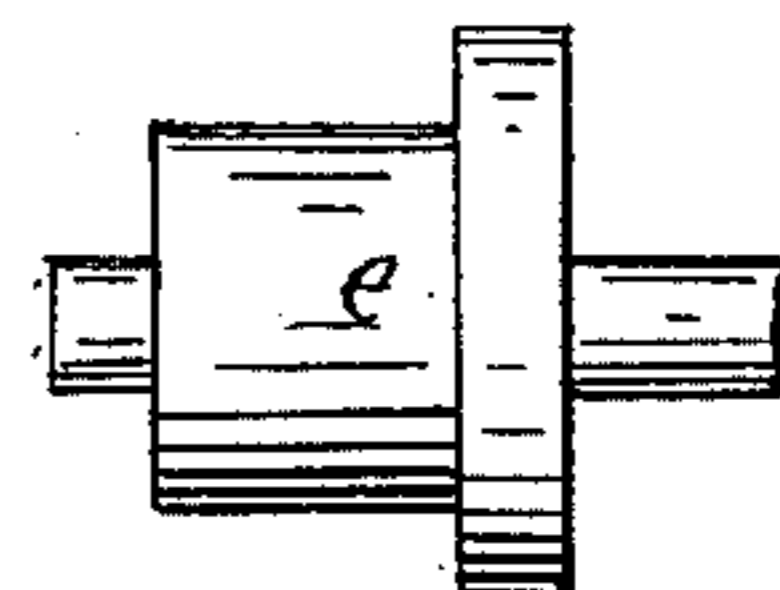


FIG. 4.

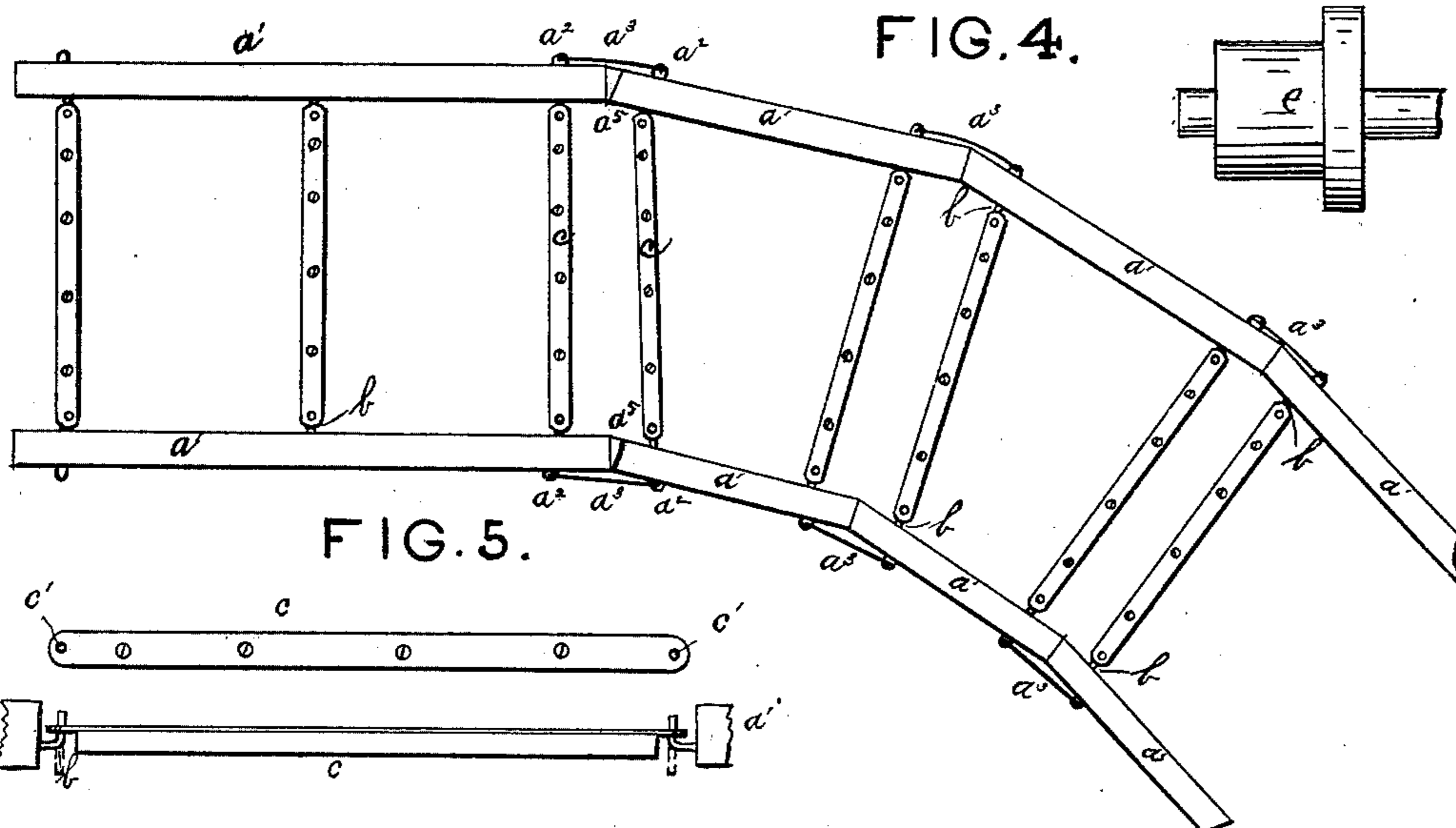


FIG. 5.

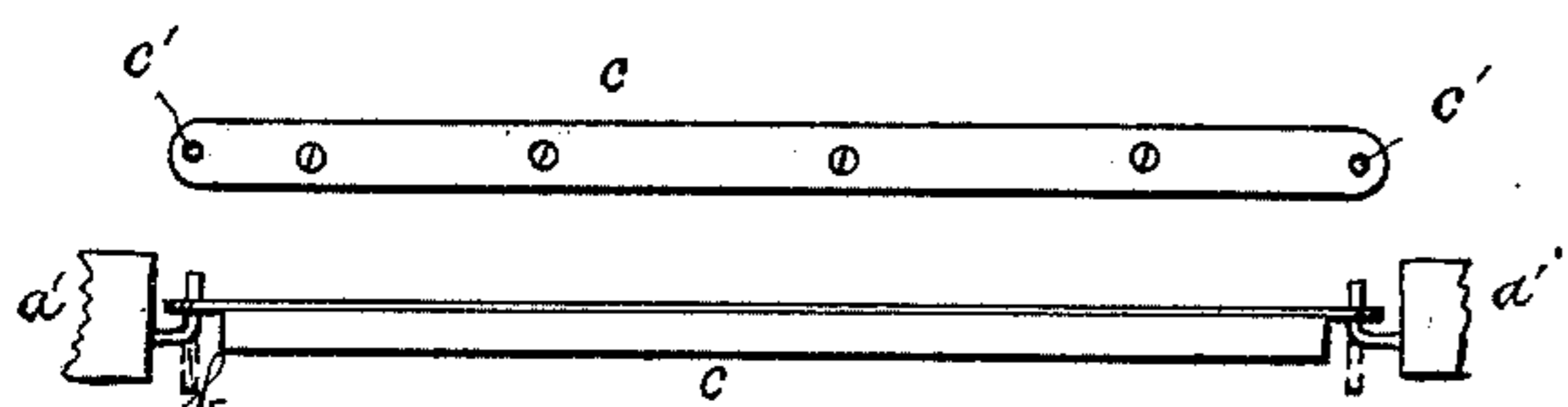
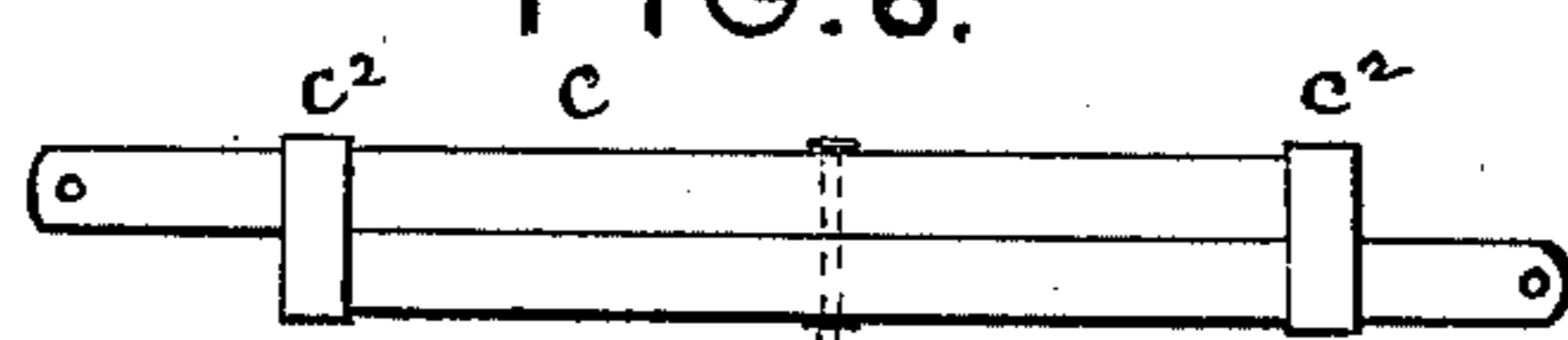


FIG. 6.



Witnesses:
Sam R. Turner
R. B. Dyer

Inventor:
John M. Apfeld
By R. B. & A. Lacey
Atty's.

UNITED STATES PATENT OFFICE.

JOHN M. APFELD, OF SAUK CENTRE, MINNESOTA.

APPARATUS FOR MOVING HOUSES.

SPECIFICATION forming part of Letters Patent No. 223,266, dated January 6, 1880.

Application filed October 31, 1879.

To all whom it may concern:

Be it known that I, JOHN M. APFELD, of Sauk Centre, in the county of Stearns and State of Minnesota, have invented certain new and useful Improvements in Apparatus for Moving Buildings; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it pertains to make and use the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention has for its object to furnish a track and equipments to be employed in the removal of houses from one place to another; and it consists in a track made in detachable parts, as hereinafter set forth, which may be readily and easily taken up from the rear and again relaid in substantial form in front of the house, and in other improvements, all of which will be fully hereinafter explained.

In the drawings, Figure 1 is a side elevation of a track with trucks for supporting a house. Fig. 2 is a plan of a portion of the track. Fig. 3 is a plan of one of the trucks. Fig. 4 shows the track laid in curve. Fig. 5 shows the manner of attaching the ties to the rails. Fig. 6 shows a tie constructed so that it may be lengthened at pleasure, and Fig. 7 shows one of the flanged rollers.

Heretofore, in the removal of houses, cumbersome and unwieldy timbers and rollers difficult to apply and control have been employed.

In my invention I have furnished a series of light rails suitably joined at their ends, and held longitudinally together by hooks and staples and laterally by removable ties, the several parts being so constructed that they may be easily detached one from the other and carried from the rear of the house to the front, and laid down and connected together and to the portions of the track under the house, and thus preserve for practical purposes a continuous track with but little labor and no loss of time.

a is a track, made up of a series of rails, a' , suitably joined at their ends, and provided with staples a^2 , to one of which is fixed the end of a hook, a^3 , which catches in the other

staple and holds the abutting rails together longitudinally, as shown in Figs. 1 and 4.

The abutting ends of the rails are also provided with dowels a^4 , which prevent the ends from sliding laterally one past the other.

On the inner sides of the rails a' are fixed a series of hooks, b , (not less than two to each rail,) which are arranged at opposite ends. On long rails one or more intermediate hooks may be provided. The hooks b are so attached that they may be turned down toward the opposite side of the rail, as shown in dotted lines, Fig. 5.

c are the ties employed to hold the rails from spreading laterally. They are provided with loops or eyes c' on their ends, which are placed over the hooks b and hold the rails together. These ties may readily be lifted from their fastenings on and be carried forward and again attached to the rails when the latter are laid down in front of the house.

The rails may be made in short sections, having their ends beveled, so that they may be laid down in curves, as shown in Fig. 4. When the track is to be curved in the opposite direction from that shown in Fig. 4 the rails are turned upside down, or end for end, and the hooks b may be reversed. Small wedge-blocks a^5 may be employed to fill in between the first oblique rails and the last rails of the straight track.

The ties c may be made in two parts, held together by loops c^2 , so that they will slide one on the other, whereby they may be lengthened or shortened to adapt them to any desired width at which the rails a' may be laid apart. This construction of the ties is not usually required, for the variation of the size of houses which may be moved on a device like this is not so great but the same track can be employed without alteration. The changes necessary can be effected by attaching short bars or beams to the under sides of the sills of the house in proper position to rest on the trucks.

d are the trucks which support the house on the track. The truck is composed of a longitudinal head-beam, d' , and the cross-beam d^2 , to which are affixed braces d^3 , in the lower end of which the roller e is journaled. On top

and at opposite ends of the head-beam there are placed metal strips d^4 , which serve as tracks for the friction-wheels or casters affixed on the ends of the supporting-beam f . The truck is provided with the king-bolt or pin d^5 , on which it turns.

f is the supporting-beam, having a central bolt-hole, f^1 , which fits over the king-bolt d^5 on the truck.

On top of the supporting-beam are a series of spurs or pins, f^2 , which are adapted to enter the sills of the house and prevent the latter from sliding on said beam.

f^3 are friction-rollers or casters fixed to the under side of and at opposite ends of the supporting-beam f , and are so arranged that they run on the tracks d^4 .

The beams f and the truck readily adapt themselves to any swinging or turning movement to which the house may be subjected.

With my device the direction in which the house is drawn may be changed without trouble beyond that necessary in drawing it in a continuously-straight direction. The track may be laid around the corner between two streets, and the movement of the house made thereon the same as though it were straight.

In the outset the house is raised in the usual manner, the track laid in proper position under it, and the trucks with the beams f arranged in proper position under it and on the track. The weight of the house is then permitted to rest on top of the beams f , the pins f^2 entering the sills. Sufficient track is provided and laid down in front of the house, onto

which the latter is drawn. The track first laid down under the house is taken apart and carried and laid down in front, and the house is again moved onto it. The track now in rear is brought forward in the same manner, and is relaid in front, and thus the operation of taking up the rear track and laying it in front is continued, and a continuous track is provided without trouble.

Having described my invention, what I claim, and desire to secure by Letters Patent, is—

1. In an apparatus for moving buildings, the rails a' a' , provided with staples a^2 a^2 and hooks a^3 on their outer sides, and with hooks b on their inner sides, and the removable ties c , having loops or eyes c' on their ends, all arranged to operate substantially as and for the purpose set forth.

2. The improved truck for moving buildings, composed of the longitudinal beam f , bar d' , having tracks d^4 on its upper side, cross-beam d^2 , having vertical king-bolt d^5 , roller e , journaled in the frame suspended from the bars d' and d^2 , the supporting-beam f , having friction-rollers f^3 and pins f^2 , and being fixed to turn on the bolt d^5 , substantially as and for the purposes set forth.

In testimony that I claim the foregoing as my own I affix my signature in presence of two witnesses.

JOHN M. APFELD.

Witnesses:

C. M. SPRAGUE,

HENRY KELLER.