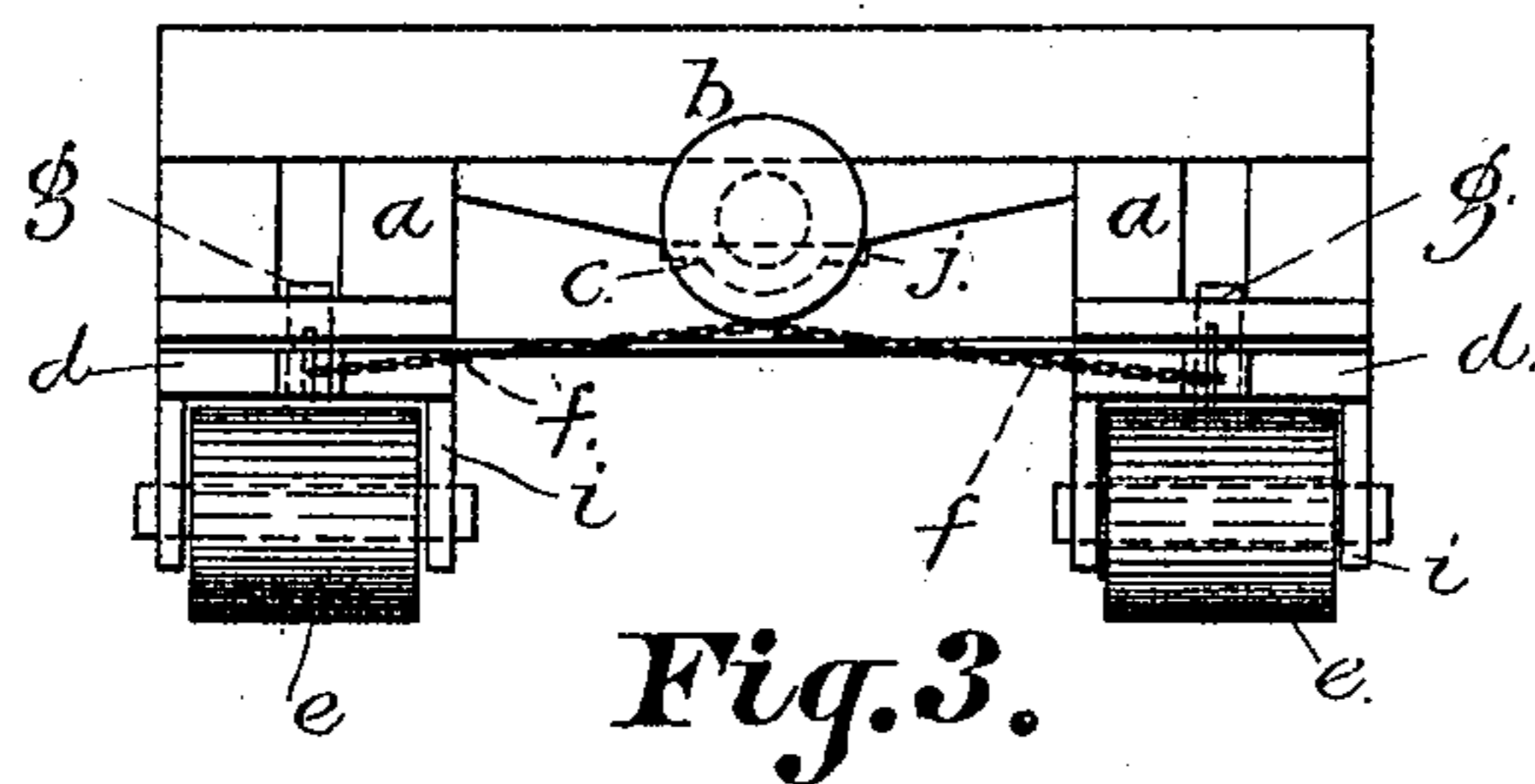
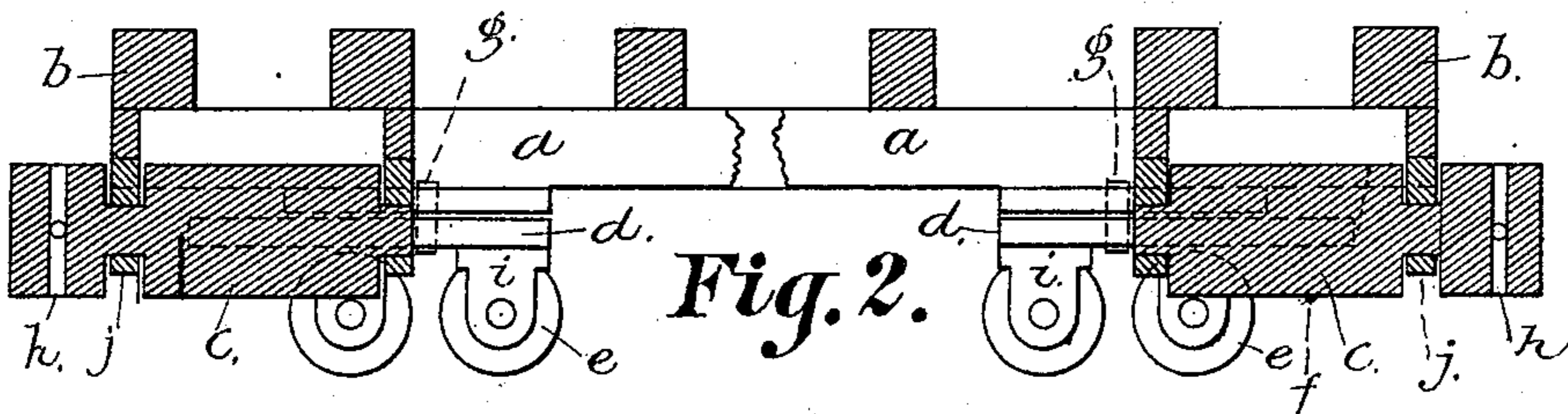
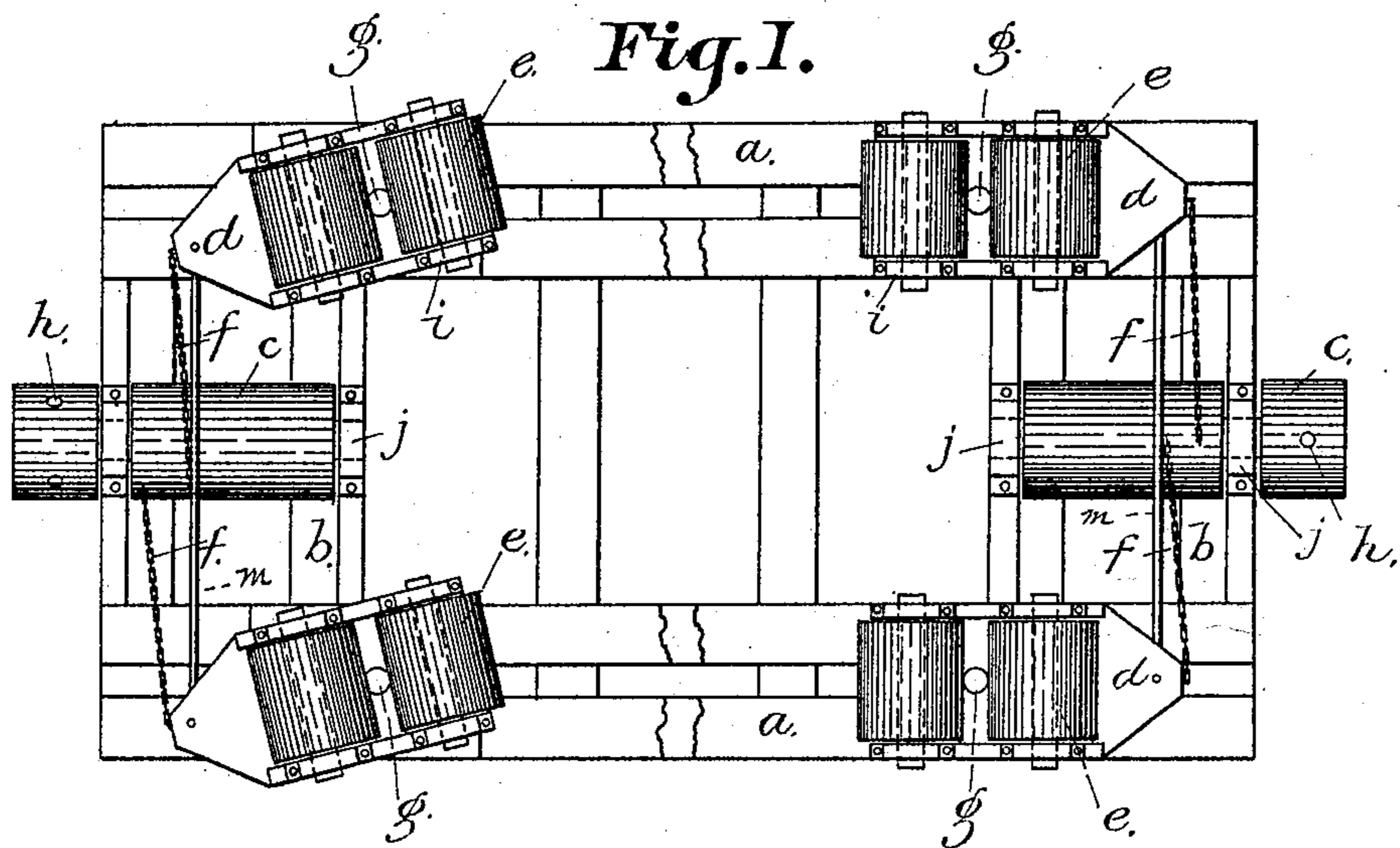


(No Model.)

T. WATERHOUSE.
ROLL CARRIAGE.

No. 486,203.

Patented Nov. 15, 1892.



Witnesses:

Nathan Clifford
L. W. Gilbert

Inventor:

Thomas Waterhouse
per
Elgin Levenell
atty.

UNITED STATES PATENT OFFICE.

THOMAS WATERHOUSE, OF CORNISH, MAINE.

ROLL-CARRIAGE.

SPECIFICATION forming part of Letters Patent No. 486,203, dated November 15, 1892.

Application filed June 5, 1891. Serial No. 395,204. (No model.)

To all whom it may concern:

Be it known that I, THOMAS WATERHOUSE, of Cornish, in the county of York and State of Maine, have invented certain new and useful Improvements in Roll-Carriages; 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 appertains to make and use the same, reference being had to the accompanying drawings, and to letters of reference marked thereon, which form a part of this specification, in which—

Figure 1 is a bottom plan of my improved roll-carriage. Fig. 2 is a central longitudinal section of same. Fig. 3 is a front elevation.

Same letters refer to like parts.

The object of my invention is to provide a carriage for moving buildings and other heavy bodies with rolls and means for turning them in any direction, so that the carriage and its load may be made to move backward, forward, or at an angle to the line of the carriage, and in other details of construction, as hereinafter more fully set forth.

In said drawings, *a* represents two long timbers arranged parallel with each other, and *b* cross-ties joined to said timbers. Journaled in a suitable frame *d* are rolls *e*, one or more rolls being set in each frame, and at least four frames, one at each end of each timber. Attached to the under side of the timbers are transom or king bolts *g*, and in the roll-frames are holes into which said king-bolts project and on which they may turn, as on a swivel. The roll-frame may be of any convenient form and the rolls may be journaled in the said frame or in separate bearings attached to said frame. The forward or outward end of the roll-frame may have a tongue *k*, to which may be attached a pivoted connecting-link *m*. Journaled in the said cross-ties at either end of the roll-carriage are windlasses *c*, having holes *h* in their outer ends for the insertion of the ends of a lever for turning said windlasses. Connecting said windlass and the

tongues of said roll-frames are chains or ropes so arranged that when the windlass is turned in either direction both roll-frames are turned in the same direction, as shown in Fig. 1. The roll-frames at each end are separate from those at the opposite end, so that each pair may be turned independently of the other, and thus the direction of the movement of the whole may be changed to suit each particular case. It will be evident that the king-bolt may be in the roll-frame and the hole in the timbers without changing the principle involved. By this arrangement very heavy bodies are moved with ease and dispatch, either in a straight line or on a curve.

Having thus described my invention and its use, what I claim, and desire to secure by Letters Patent of the United States, is—

1. In a roll-carriage for moving heavy objects, the combination, with a supporting-frame, of truck-frames pivotally attached to said frame at each corner, each truck-frame having journaled therein two trucks, one in front of the other, a windlass journaled in each end of the supporting-frame, and a cable attached to the tongues of the two truck-frames on each end and to said windlass, substantially as and for the purposes set forth.

2. In a roll-carriage for moving heavy objects, the combination, with a supporting-frame, of four truck-frames pivotally attached to the supporting-frame, one at each corner, each truck-frame having two trucks, one in front of the other, a pivoted link connecting the tongues of each pair of truck-frames, and a windlass journaled in the supporting-frame, adapted to operate the truck-frames and steer the roll-carriage.

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

THOMAS WATERHOUSE.

Witnesses:

ELGIN C. VERRILL,
NATHAN CLIFFORD.