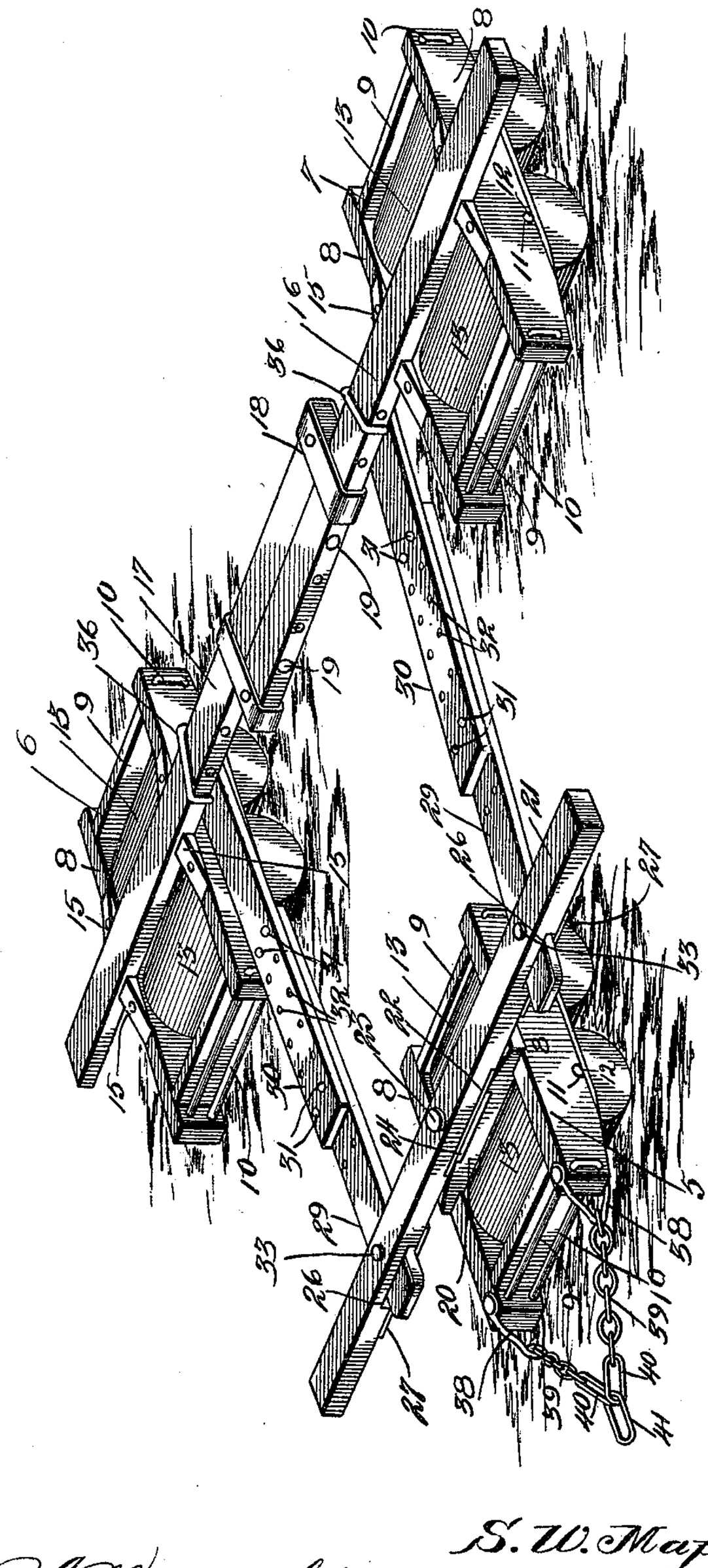
No. 643,721. Patented Feb. 20, 1900.

S. W. MAPLE.

HOUSE MOVING TRUCK.

(Application filed Sept. 9, 1899.)

(No Model.)



Witnesses
Clarence P. Walker
Geo. H. C. Crandlee.

S. W. Maple Inventor
By his Attorneys,
Church & Co.

UNITED STATES PATENT OFFICE.

SOLOMON WATSON MAPLE, OF ELM PARK, OKLAHOMA TERRITORY.

HOUSE-MOVING TRUCK.

SPECIFICATION forming part of Letters Patent No. 643,721, dated February 20, 1900.

Application filed September 9, 1899. Serial No. 729,967. (No model.)

To all whom it may concern:

Be it known that I, SOLOMON WATSON MAPLE, a citizen of the United States, residing at Elm Park, in the county of Grant, Oklahoma Territory, have invented a new and useful House-Moving Truck, of which the following is a specification.

This invention relates to apparatus for moving houses; and it has for its object to provide a device of this nature of strong durable construction and adapted to support and transport houses or buildings of various kinds and to accomplish the same in such a manner as to obviate any torsional strain to the houses, whereby they will be maintained in an intact condition and without injury.

A further object of the invention is to provide adjustable connections for the several trucks of the apparatus, through the medium of which the platform may be varied in shape and size to correspond to different buildings.

The drawing shows a perspective view of a truck constructed in accordance with this invention.

Referring now to the drawing, in constructing a device of this nature a series of three trucks, comprising a forward truck 5 and rear trucks 6 and 7, are provided, and each of which trucks consists of a pair of heavy beams 8, oppositely disposed and connected at their ends through the medium of cross-pieces 9.

The cross-pieces 9 are located in the rear of the extremities of the beams 8, and intermediate said beams and extremities are arranged rungs 10, each of which comprises two elements having a common connection at one end and passed transversely through the side beams to prevent spreading of the latter.

The under edges of the beams 8 are provided with transversely-opposite pairs of bearings 11, in which are loosely journaled axles 12, carrying heavy rollers 13, the lengths of which are sufficient to nearly fill the spaces between the beams of their respective trucks.

The upper edges of the beams of the trucks 6 and 7 are provided with cleats 15, the cleats of each beam being separated by an interspace, in which interspaces are slidably seated the ends of a transverse connection, comprising two elements 16 and 17. These elements lie side by side in mutual engagement and in a common horizontal plane and are slidably connected through the means of bands 18, which are affixed to the adjacent ends of the elements 16 and 17 and slide loosely over the bodies of their respective opposite elements. These elements may be held against mutual adjustment through the medium of pins 19, passed through registering perforations in the said elements. Thus by withdrawing the pins 19 the transverse connection of the rear trucks may be lengthened or shortened to vary the separation of the trucks, the trucks being held against slidable motion with respect to their transverse connection by friction.

The forward truck 5 has let into the upper sides of its beams 8 a transverse beam 20, having a central opening, and surmounting this beam, which, as shown, is convexed upon its upper side, is a bolster 21, to the under side of which is secured a heavy plate of metal 22, through which and the bolster 21 is passed a king-bolt 23, which also passes through the perforations in the transverse beam 20 and a friction-plate 24, carried thereby and adapted to receive direct pressure of the plate 22.

In the under faces of the bolt 21 and adjacent the ends thereof are formed recesses 26, the lower sides of which are formed by plates 27, extending beyond the sides of the recess and secured to the bolster. Lying in the recesses 26 are the front ends of elements 29 of connections between the bolster and the transverse connection of the rear truck, a second element 30 being adjustably connected with each element 29 through the medium of pins 31 and perforations 32 in the elements, and which perforations are adapted to aline to receive the pins.

The front ends of the elements 29 are secured in the recesses by means of pins 33, passed through the bolster, the elements, and the plates 27, while the rear ends of the elements 30 are slidably connected with the elements 16 and 17 of the connection of the rear trucks by means of U-shaped bails 36, passed over and inclosing the elements 16 and 17 and having their ends entering perforations in the elements 30 and held there in any desired manner. It will thus be seen that the length of the platform may be varied, if desired, by manipulation of the pins 31 in the perforations 32.

Pivotally connected with the front ends of the side beams 8 of the front truck are bails 38, to which are connected chain-sections 39, each of which has upon its outer end an elongated link 40, connected by means of a third elongated link 41, to which latter the draft apparatus is attached, these long links permitting a free sliding motion of the parts when the front truck is turned and with a more effective operation.

Changes in the particular construction and arrangement shown may be made, and also any desired materials may be employed for the parts, without departing from the spirit of the invention.

Having thus described the invention, what is claimed is—

1. In a house-moving truck the combination of a rear pair of trucks comprising rollers mounted in pairs, transverse adjustable connecting means for the trucks, a front truck, a bolster pivotally mounted upon the front truck, and connections between the bolster and the connection of the rear trucks.

2. A house-moving apparatus comprising a pair of rear trucks each including a frame having rollers journaled therein, an adjustable connection between said trucks, a front truck, a bolster pivotally mounted upon the front truck, adjustable connections between the bolster and the connection of the rear trucks, and draft appliances connected with the front truck.

3. In a house-moving apparatus, a pair of rear trucks, comprising transverse rigid rollers combined with a transverse adjustable connecting-beam rigidly connecting the trucks, a front centrally-located truck, a bolster swiveled upon the front truck, and adjustable connections between the bolster and the transverse connection of the rear truck.

4. In a house-moving apparatus the combination with a pair of rear trucks comprising transverse rigid rollers and supporting-frames therefor, a transverse adjustable connecting-beam rigidly connecting the trucks, a front centrally-located truck having a bolster pivotally mounted thereon, adjustable connections between the bolster and the connection of the rear trucks and draft connections with the front truck including terminal elongated links having a mutually-connecting elongated link adapted for direct engagement of the draft appliance.

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

SOLOMON WATSON MAPLE.

Witnesses:
E. D. EASTER,
A. C. GLENN.