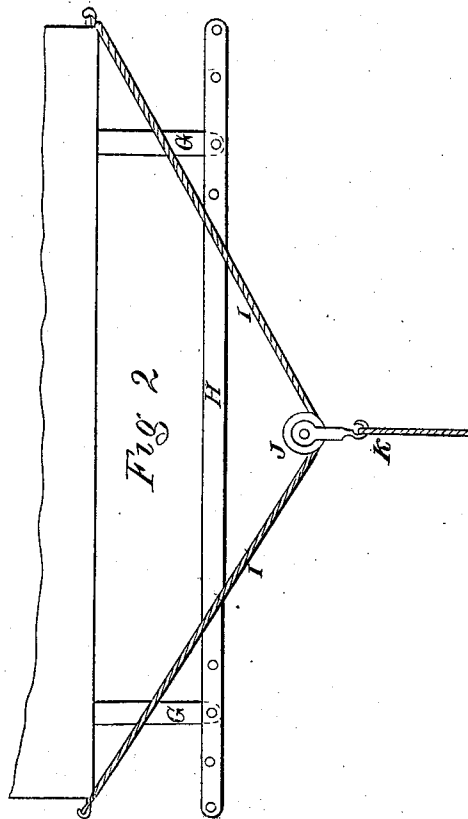
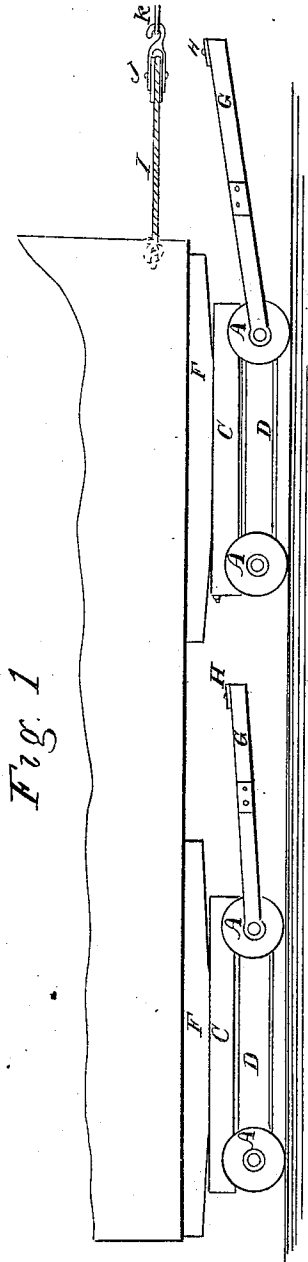


W. Millikan,
Truck

2 Sheets, Sheet 1.

No. 85,951.

Patented Jan. 19, 1869.



WITNESSES.

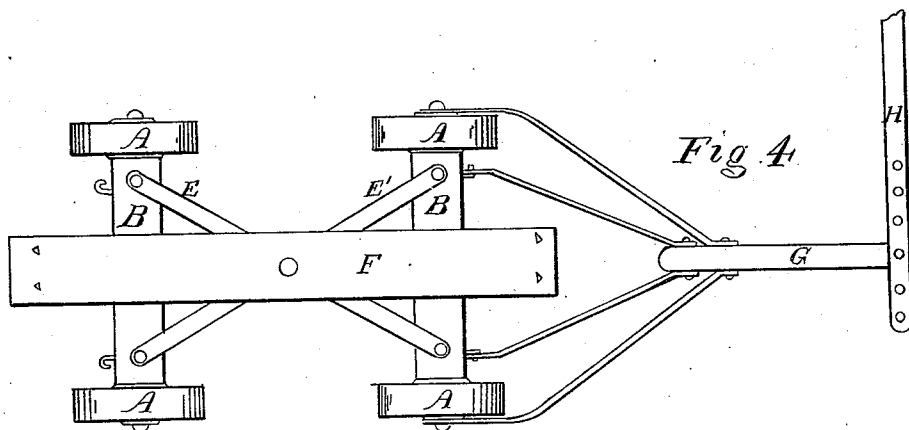
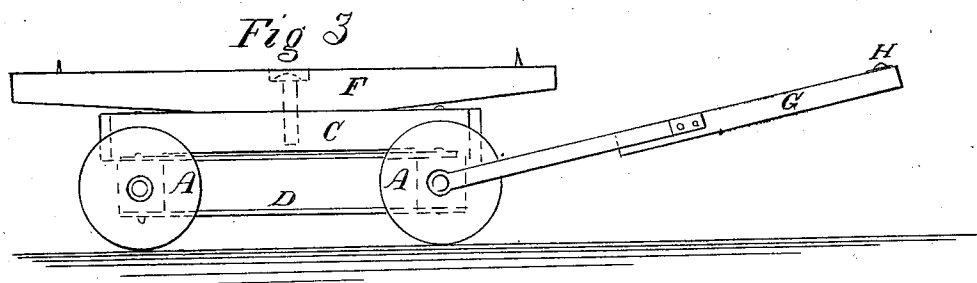
O. F. Mayhew
James B. Orrin

William Millikan Inventor,
Thorn town, Indiana.

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Truck.

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WITNESSES.

O. F. Mayhew
James B. Perrin

William Millikan Inventor,
Thorntown, Indiana.

United States Patent Office.

WILLIAM MILLIKAN, OF THORNTOWN, INDIANA.

Letters Patent No. 85,951, dated January 19, 1869.

HOUSE-MOVING TRUCK.

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, WILLIAM MILLIKAN, of Thorntown, in the county of Boone, and State of Indiana, have invented new and useful Improvements in House-Moving Trucks; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, making part of this specification.

This invention relates to the construction of the trucks upon which buildings are mounted to be moved, combined with the manner of connecting the guide-poles of the several pairs of trucks, and the arrangement of the draw-chains, the whole being designed to afford greater facility and ease in transporting, as well as in directing the course of the building.

Figure 1 is a side elevation of two pairs of trucks, with the building mounted thereon, the upper portion of the latter being cut away.

Figure 2 is a top view of the forward end of the building, showing the manner of connecting the guide-poles of the trucks, and the arrangement of the draw-chains, by which the building is drawn forward.

Figure 3 is a side elevation of one of the trucks.

Figure 4 is a top view of the same.

A are the wheels, and B, the axles of the trucks.

The front and rear axles are coupled together by the timber C, which rests on the top of and is pivoted at its ends to the centre of both axles, and by the bar D, on the under side of the axles, pivoted at its ends by the same bolts that constitute the pivots or coupling-pins of the timber C.

The front and rear axles are also connected by two bars, E E', that are pivoted to them, near the wheels, as shown in fig. 4, and cross each other under the centre of timber C, that bar whose forward end is attached to the right hand of the front axle, being attached by its rear end to the left-hand end of the rear axle, and the bar whose forward end is attached to the left-hand end of the front axle, being attached by its rear end to the right-hand end of the rear axle.

F is the bolster, upon which the building rests, and which is pivoted by a king-bolt to the centre of the coupling-timber C.

The object of constructing the trucks, and coupling their front and rear axles as described, is, that both axles may be affected simultaneously by the guide-poles G, when these are turned to the right or left, to direct the course of the building, so that the wheels will be brought to the position to traverse a curve, forming part of a circle, whose centre is at a point where lines drawn longitudinally through the centre of each of the axles would cross each other, and by which the building may be more readily turned at the angles of streets, or on short curves, than with trucks coupled in the ordinary way.

Each truck is furnished with a guide-pole, G, as shown, and the guide-poles of the several pairs of trucks are connected together by a coupling-rod, H, by which each truck forming a pair, is steered simultaneously in the same direction.

The building is drawn by means of a chain, I, that is attached by its ends to the corners of the forward end of the building, and a chain, K, that extends to a capstan, or other power.

The chain I runs through a pulley-block, J, that is attached to the end of chain K, so that the latter may freely adjust itself to the position of the building, and the direction of the draught; the effect of which arrangement, in combination with the trucks constructed and coupled for steering, as described, is to enable me to set the capstan, when necessary, in any convenient position to one side of the line, in the direction in which the building is to be moved, while the building is steered in the most direct course.

Having thus fully described my invention,

What I claim as new, and desire to secure by Letters Patent, is—

The trucks, constructed and coupled as herein described; and, in combination therewith, the manner of attaching the draw-chains I K, all arranged and operating substantially as set forth.

WILLIAM MILLIKAN.

Witnesses:

JOSEPH VANARSDAL,
JAMES B. PERRIN.