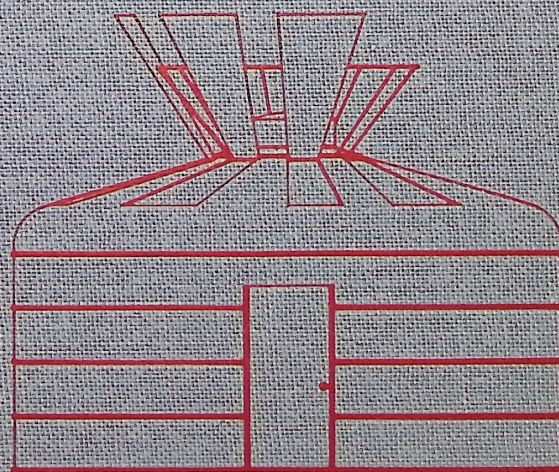


THE ARTIFACTS OF
R. BUCKMINSTER FULLER

A Comprehensive Collection of His Designs and Drawings



Volume Two

Artifacts of R Buckminster Fuller

Volume Two: Dymaxion Deployment, 1927-1946

James Ward (Editor)

Garland Publishing, Inc. | New York and London

ISBN:

ISBN-10: 0-8240-5083-5

Updated: 2024-07-14 18:54:36-05:00

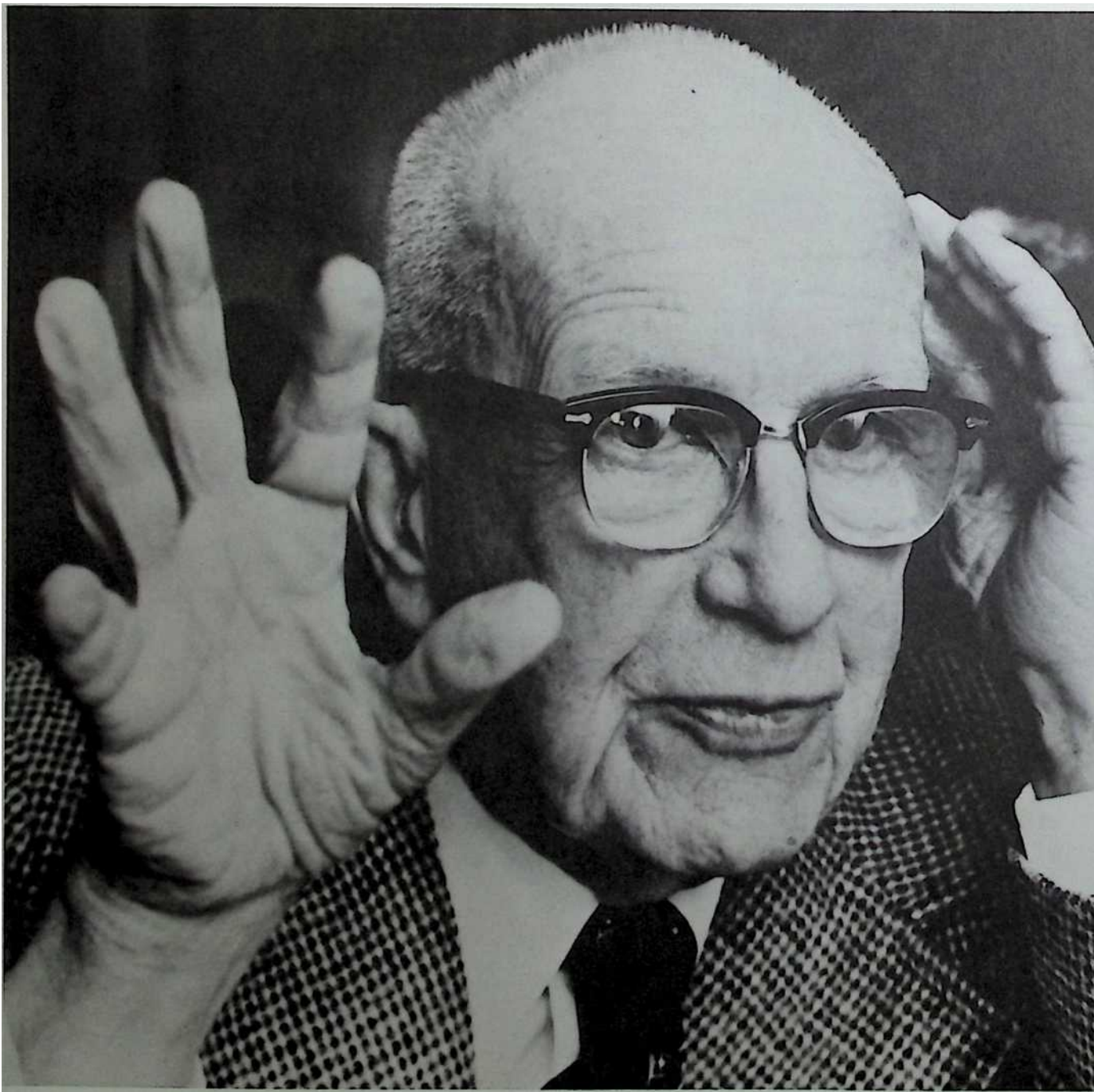
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ENCODED IN THE UNITED STATES OF AMERICA

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THE ARTIFACTS OF
R. BUCKMINSTER FULLER

A Comprehensive Collection of His Designs and Drawings in Four Volumes

Edited with descriptions by James Ward

A Garland Series

Contents of the Set

Volume One. The Dymaxion Experiment, 1926–1943

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Volume Four. The Geodesic Revolution, Part 2, 1960–1983

THE ARTIFACTS OF
R. BUCKMINSTER FULLER
Volume Two: Dymaxion Deployment, 1927–1946
Edited with descriptions by James Ward
Garland Publishing, Inc.
New York and London 1985

ABOUT THE EDITOR

James Ward is presently a visiting professor at Trinity College, Hartford, Connecticut. He studied engineering as an undergraduate and received his Ph.D. in the history of art from the Institute of Fine Arts of New York University. His dissertation was on Le Corbusier's villa, Les Terrasses.

He has published articles on early modern architecture in Europe and has compiled a directory of New York architects before World War II.

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Library of Congress Cataloging in Publication Data

Fuller, R. Buckminster (Richard Buckminster). 1895–

The artifacts of R. Buckminster Fuller.

Includes bibliographies.

Contents:

The Dymaxion experiment, 1926–1943—

v. 2. Dymaxion deployment. 1927–1946—v. 3. The geodesic revolution, part 1. 1947–1959—[etc.]

1. Engineering design—Collected works. 2. Fuller.

R. Buckminster (Richard Buckminster). 1895—

collected works. I. Ward, James. II. Title.

TA174.F86 1984 620'.00425 84-21039

ISBN 0-8240-5083-5 Iv. 2: alk paper)

Book design by Jonathan Billing

The volumes in this series have been printed on acid-free 250-year-life paper.

Printed in the United States of America

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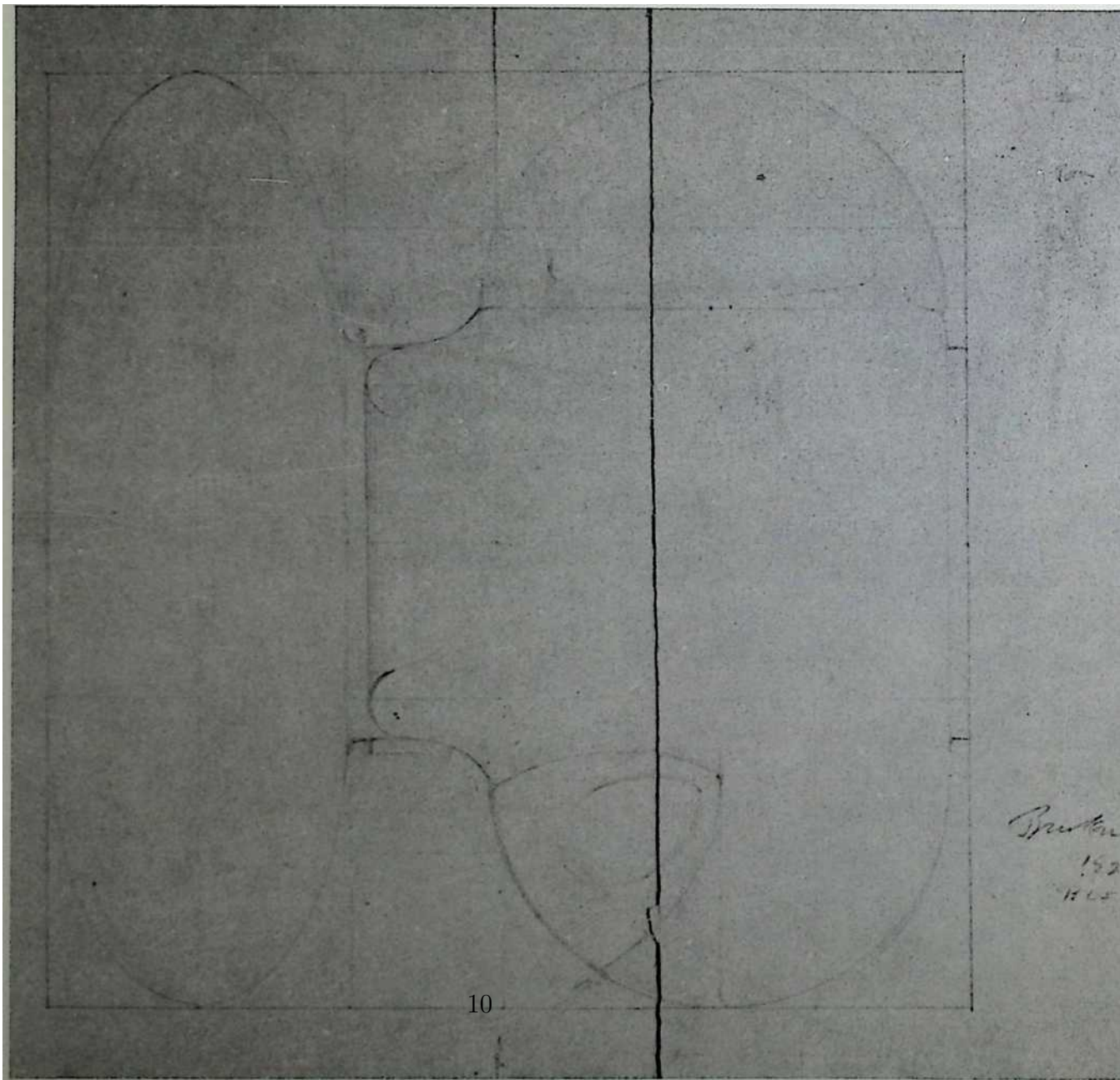
The Dymaxion Bathroom 1927–1938

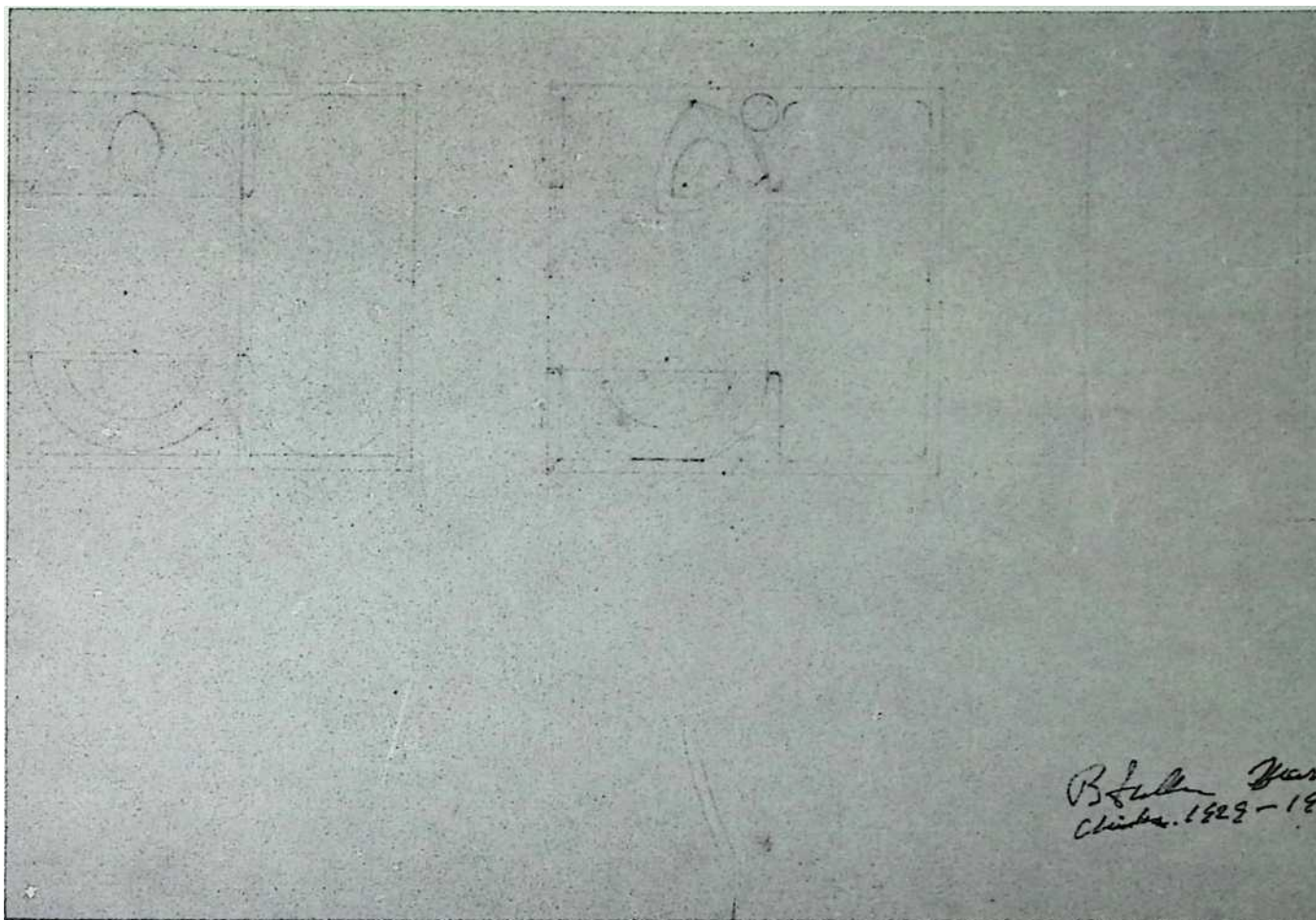
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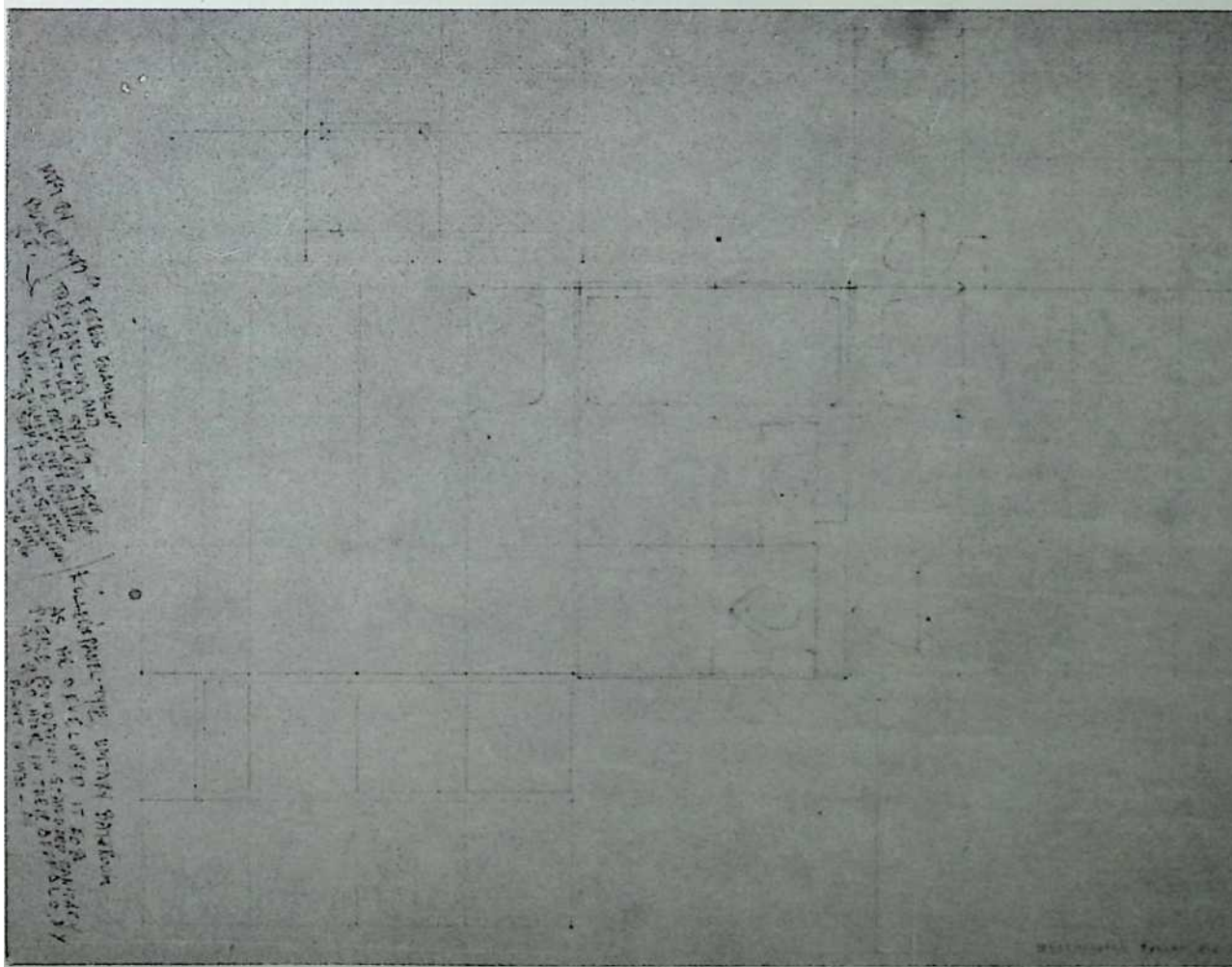
Fuller began to develop the concept of the mass- producible bathroom in tandem with the design of his Dymaxion house of 1927. By 1938, he had produced twelve prototypes of a prefabricated, fully equipped bathroom to be manufactured by the Phelps Dodge Copper Company. Measuring only a few feet in width and breadth, the Dymaxion Bathroom comprises two oblong lobes of equal size. The first flanks the entrance and houses the sink and toilet. Stepping over a low partition, the occupant of this facility would then find himself in the bathtub-shower, the collected water of which could be lit dramatically from below. Although the bathroom was fabricated of burnished sheet metal with enameled areas above, its inevitable metallic echoes were dulled by epoxy resin applied to the outer surfaces. Fuller hoped to eliminate the sound problem entirely with the eventual production of this 420-pound bathroom in **a** much lighter, and equally durable, plastic.



Early Version 1927-1931

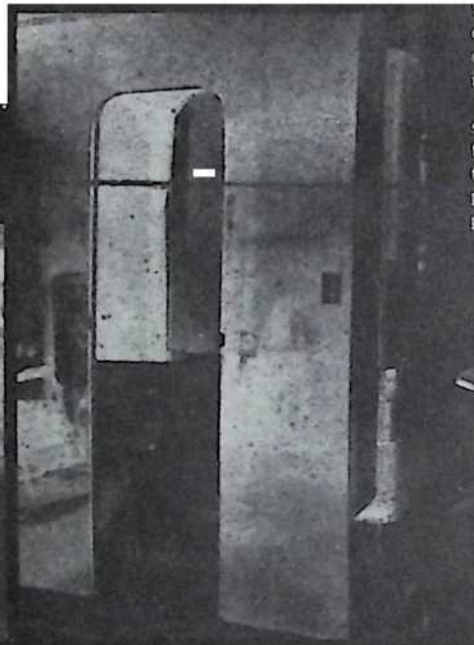
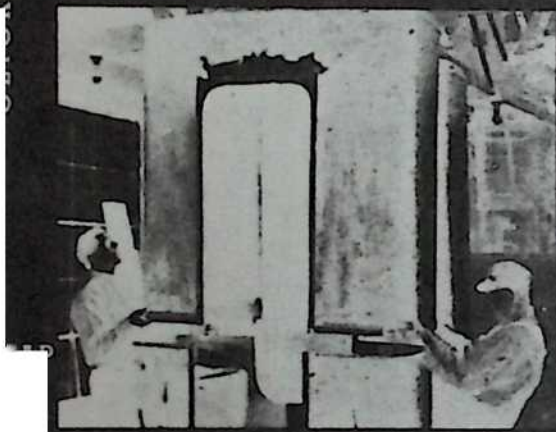
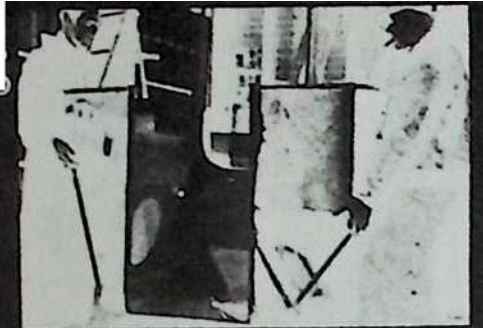






prefabricated bathroom

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The range of uses for the unit is broad: p . --ii i _C3]r j_act, M_r. Fuller hop
. e renters tia,,install cooies ii All of which lies in the real the device will
probably induce fewer ord conversations; None the fact remains tha cated bathroom
c commercial reality i its predecessors.

The Integrated Ba sisls roughly of two obl< tions that form a oartitioi they join
which c piping and other mecna ection

IS ALSO NEAREST

Architect Fuller has assigned

PRESTO!

the 29th floor ot 40 Wall St. there sits the finished model of a new plumb fixture
that might well bug the eyes ot any bystanding master plumber a fixture that to
all intents and purposes constitutes a one-piece bathroom Designed by Architect
Buckmister fuller Dymaxion House. Dymaxion Car it "a plishes. by the simple
connection of four basic parts a complete bathroom wpighin 404 pounds, with integral
lavatory, toilet and bath. First known .as. the 'Biye b Five because that's the space
it takes up . the oilicial designation is now tegrated Bath

In the research department of the Phelps Dodge Corporation moderate production
(100 units in 1937. e..

to the PD organization and rumor discerns a new manufacturing and mark
sidiary in the immediate offing. planes, trailers, trains, but mainly small homes,
compact, complete bathroom will even inspire ments. and remove them when they
move. , lation. For the immediate future t

The toilet, though reminiscent of the o'd backyard one holer is fully sanitary.
The seat lifts and remain upright by compression aga rs' the walls. Undernea'h is a
-.'endard form of bowl 'though chrome nickel bowls arc also ava fable .

v. id in collaboration with a local master plumber, copper tubing being used for wale: lir.es. Particular care was used to avoid back - .phonage possibilities. Sliding doors conserve space. The metal finish has a hammered appearance while at the same

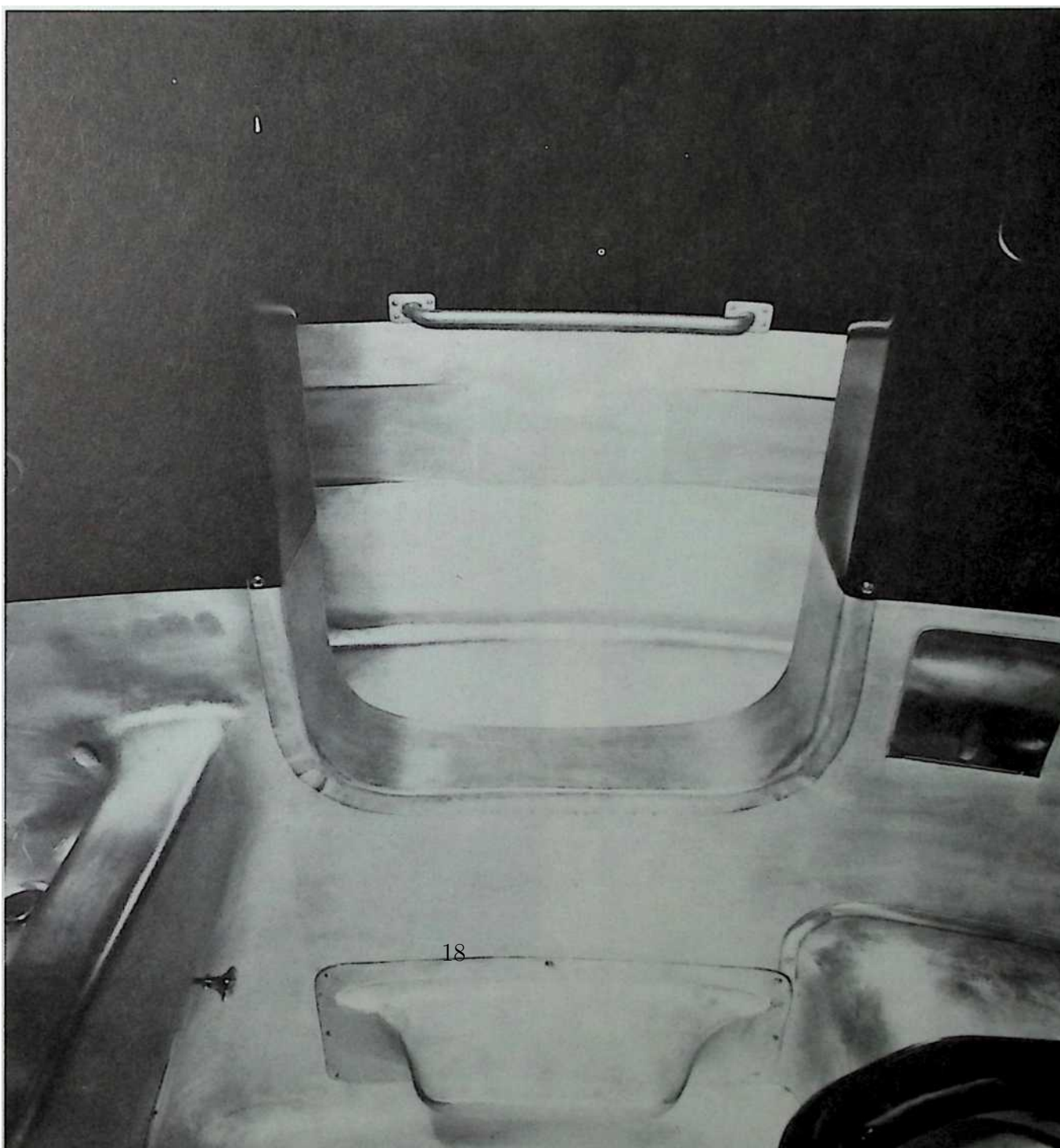
the mormetal stamping are each split in the middle, the top being aluminum and the bottom 272 pounds of sheet copper unmelalified and tinted by a coating of silver, tin and antimony alloy The bottom of one section is the lavatory and toilet, of the other a flat bottomed tub.

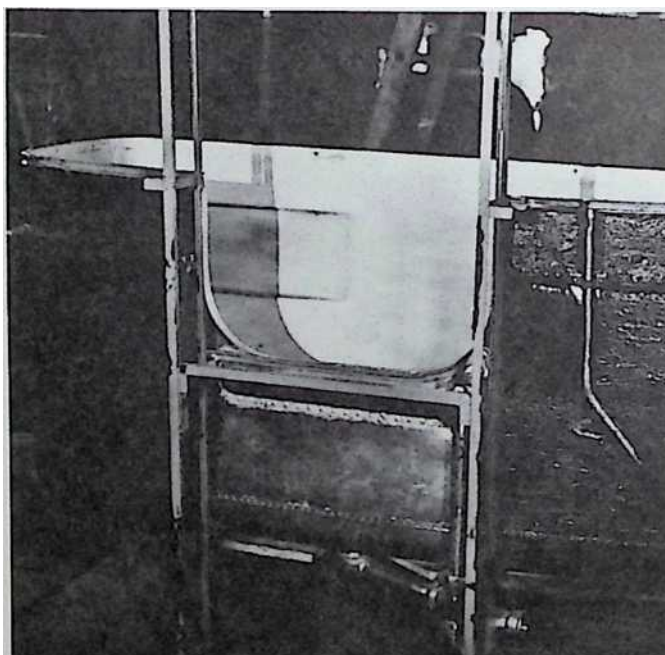
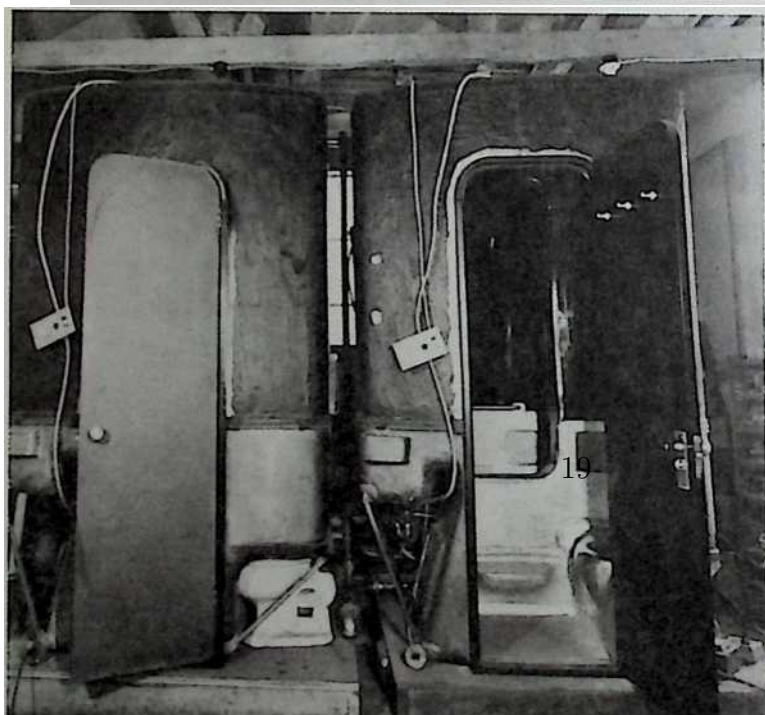
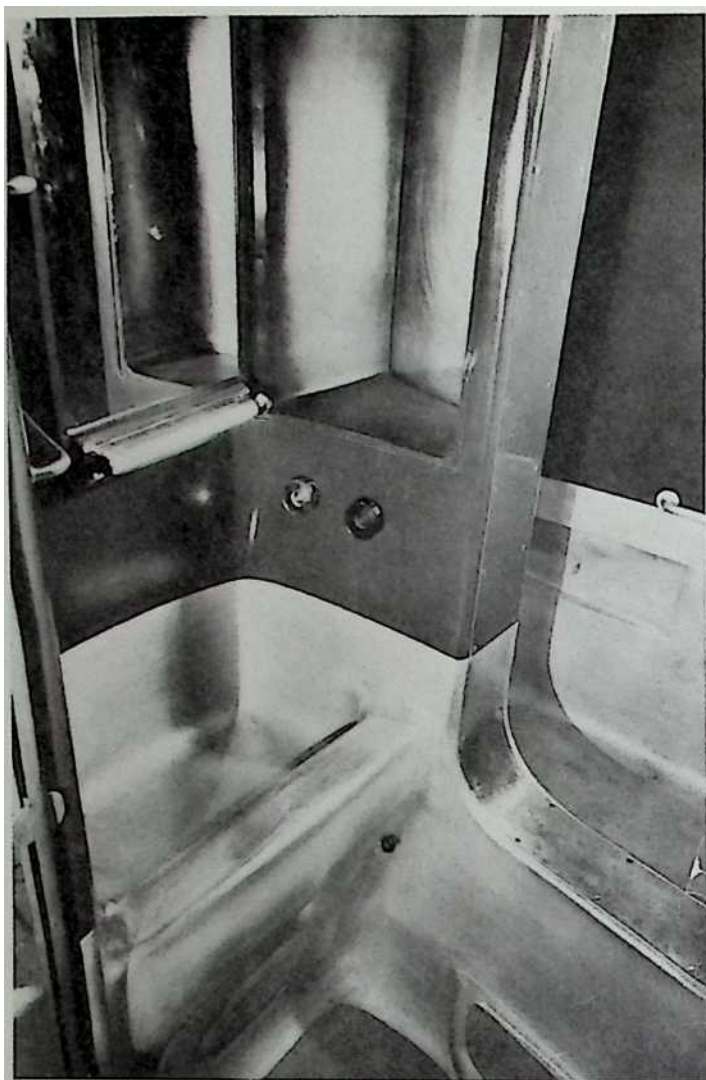
Two men can handle an installation in three hours, for all piping except a minimum amount of connection material. In tegra with the unit. So are electric connections ventilation equipment. etc. Fresh air is drawn by a motor under the lavatory from the nearest room and exhausted wherever circumstances permit.

Merrellneous features: A composition Venetian blind gives privacy to the other. and. while permitting the escape of steam, prevents the escape of water. The doorname between the two

to .x inches thick, permitting use as seat. Complete cleaning of tub is easily attained. The plumbing layout was designed being thoroughly sanitary, the inventor claims Under surface of the base metal are covered with Dum dum. a sound damping material. An electric heating system between the two units warms the metal itself radiating heat to occupant of bath room Removable panels permit access to plumbing traps and convections under toilet and lavatory.

Final Version 1936–1938





Nov. 5, 1940.

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It B. FULLER

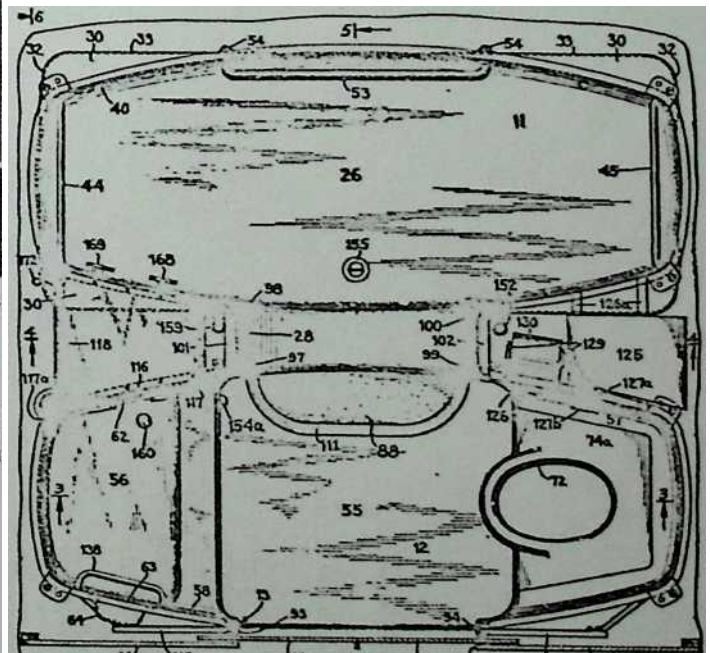
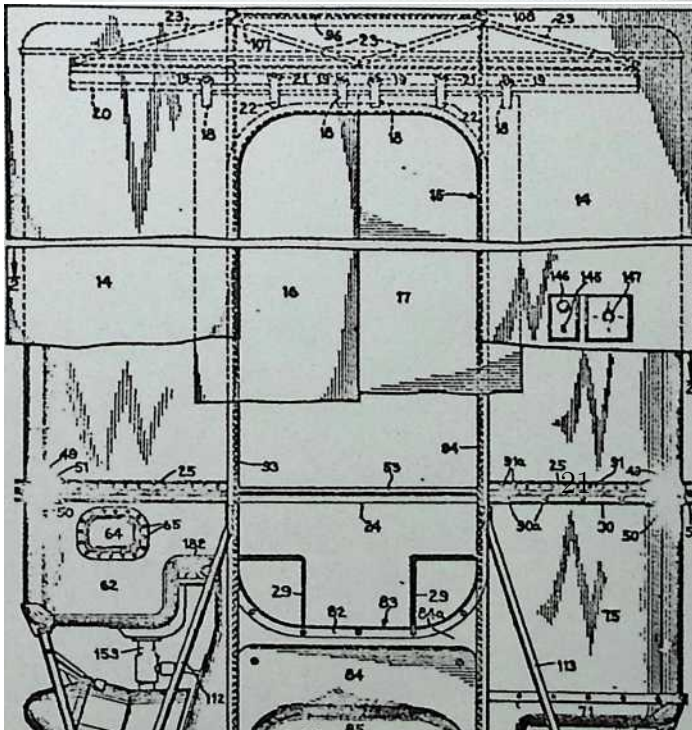
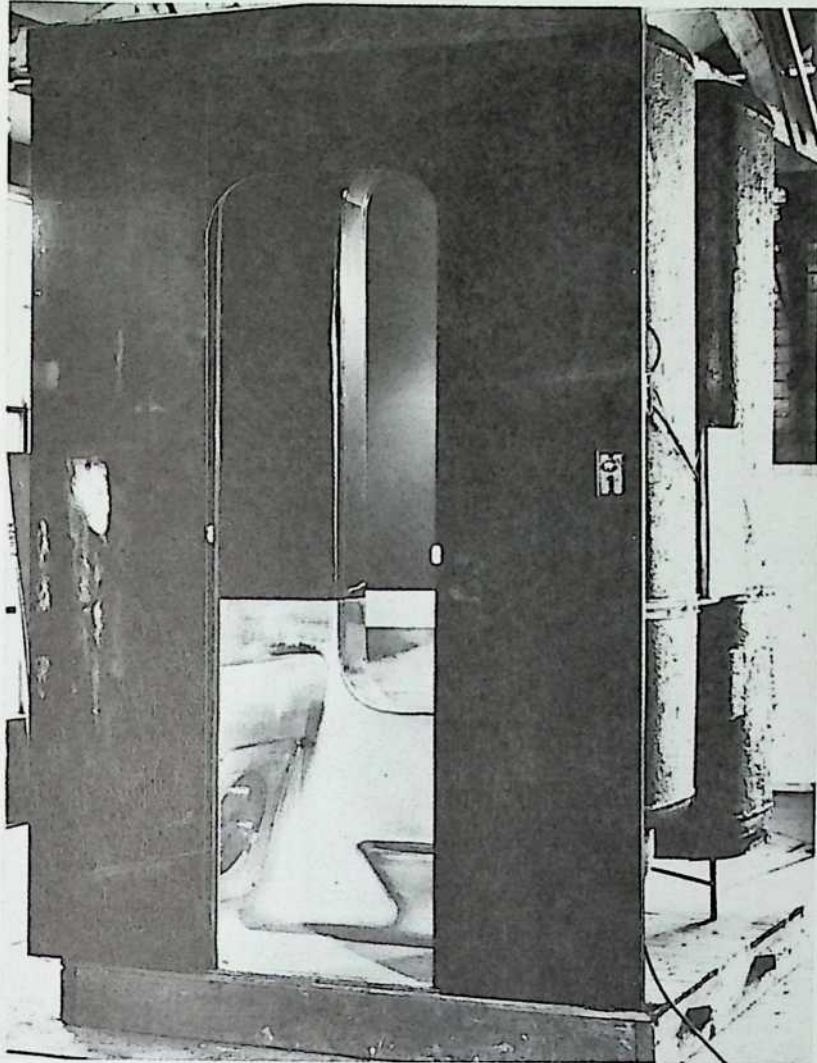
PREFABRICATED BATHROOM

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FIG. 2.



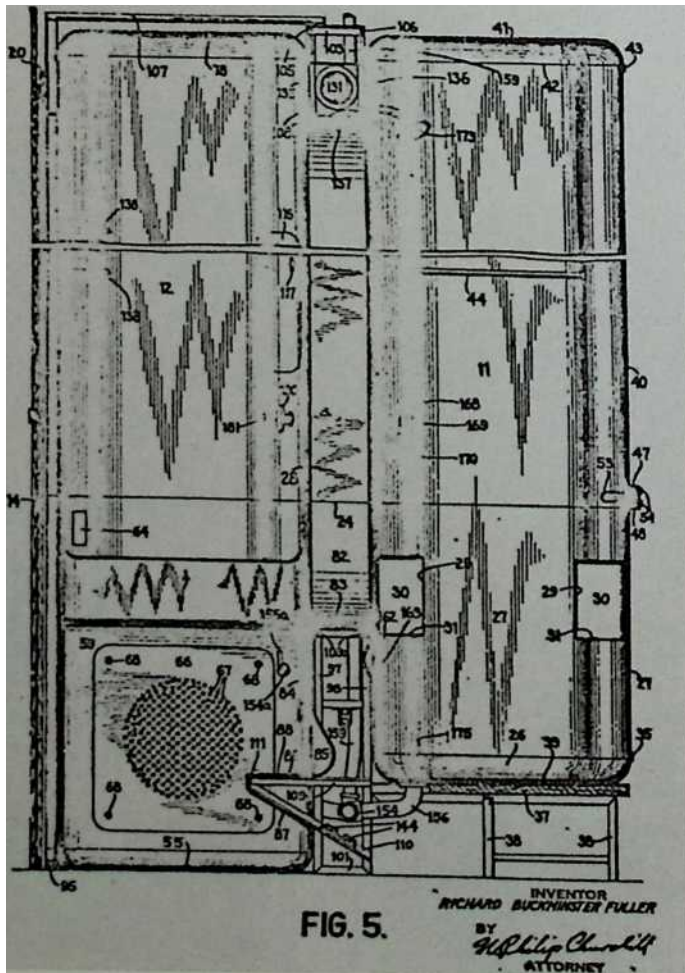


FIG. 5.

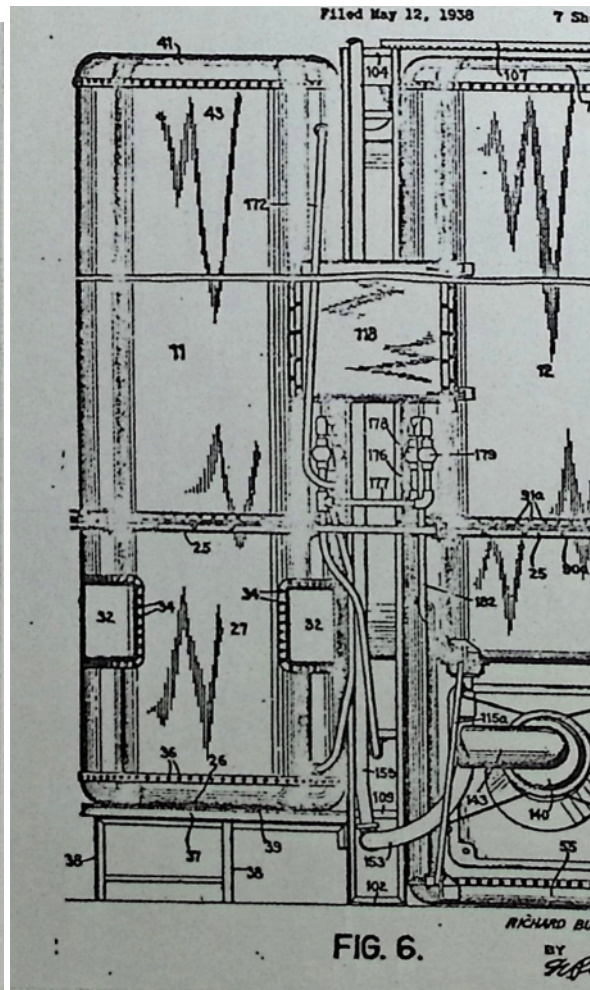
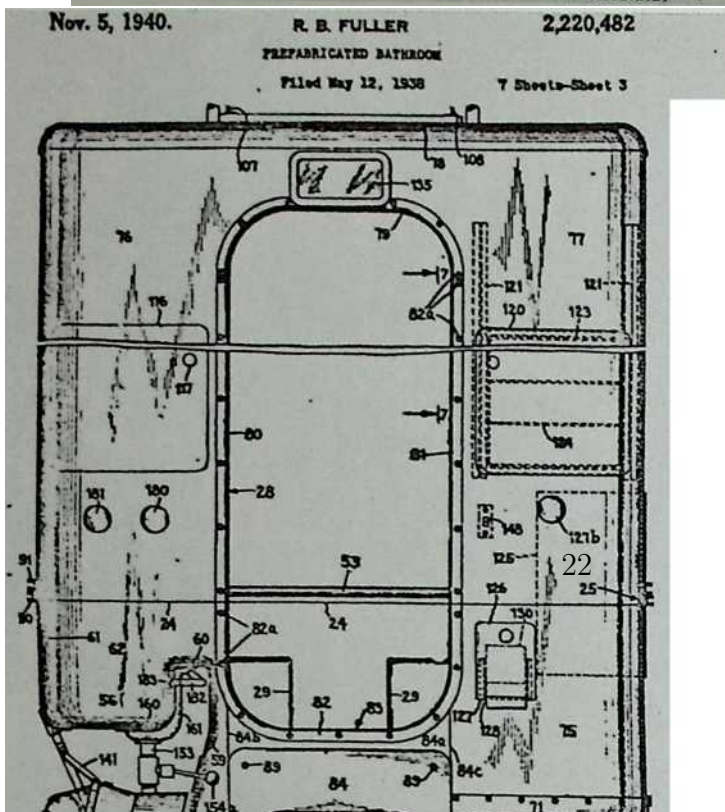


FIG. 6.

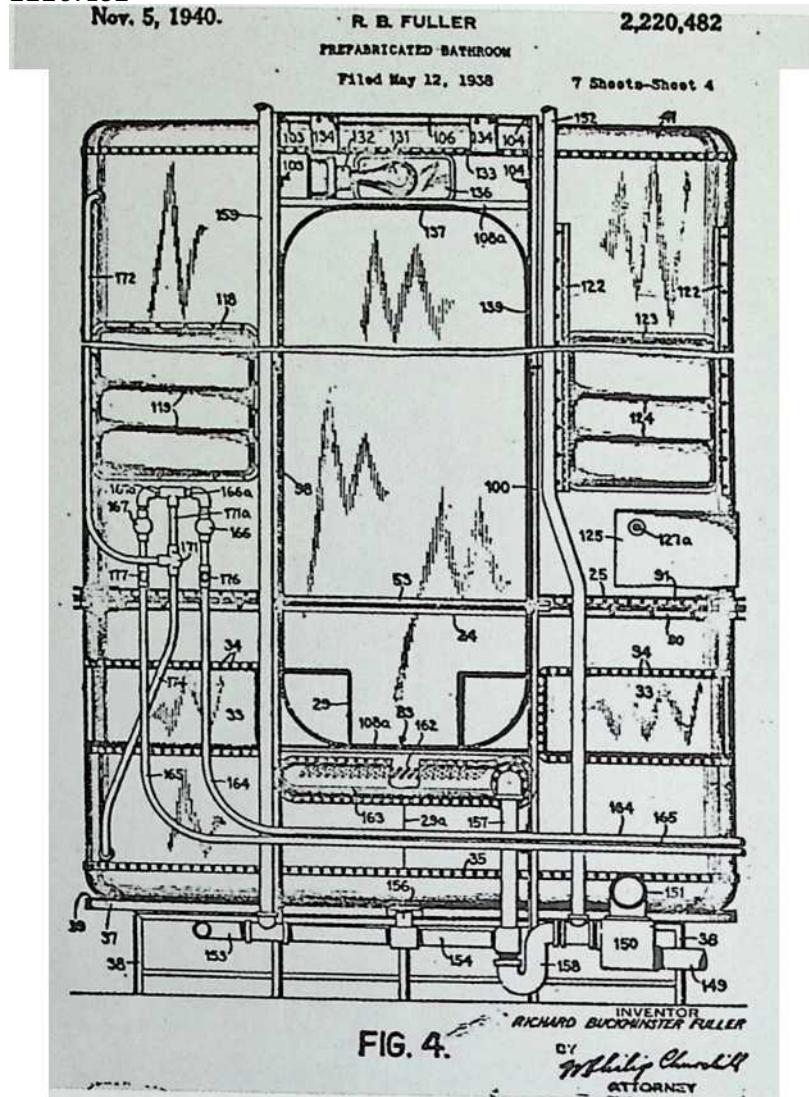


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R. a FULLER FABRICATED BATHROOM

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PREFABRICATED BATHROOM Filed May 12, 1938 7 Sheets-Sheet 7

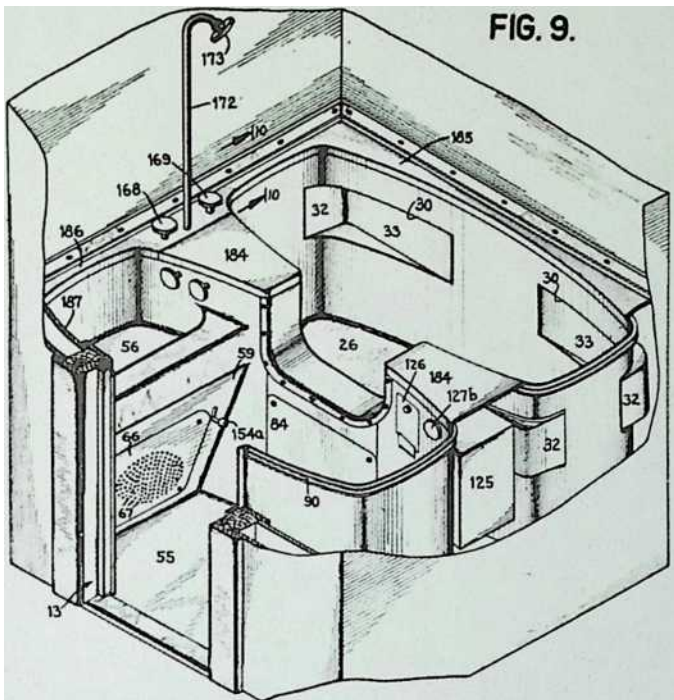
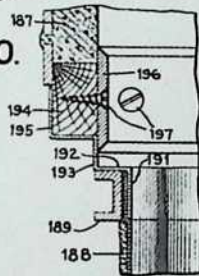
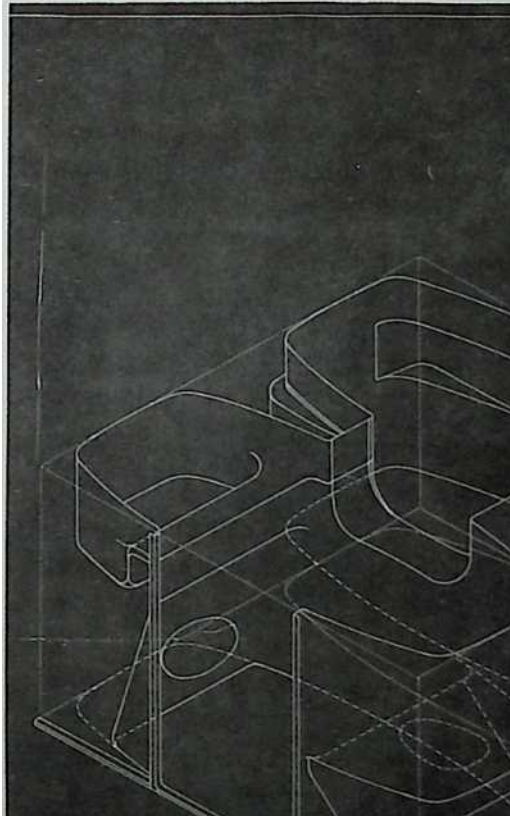
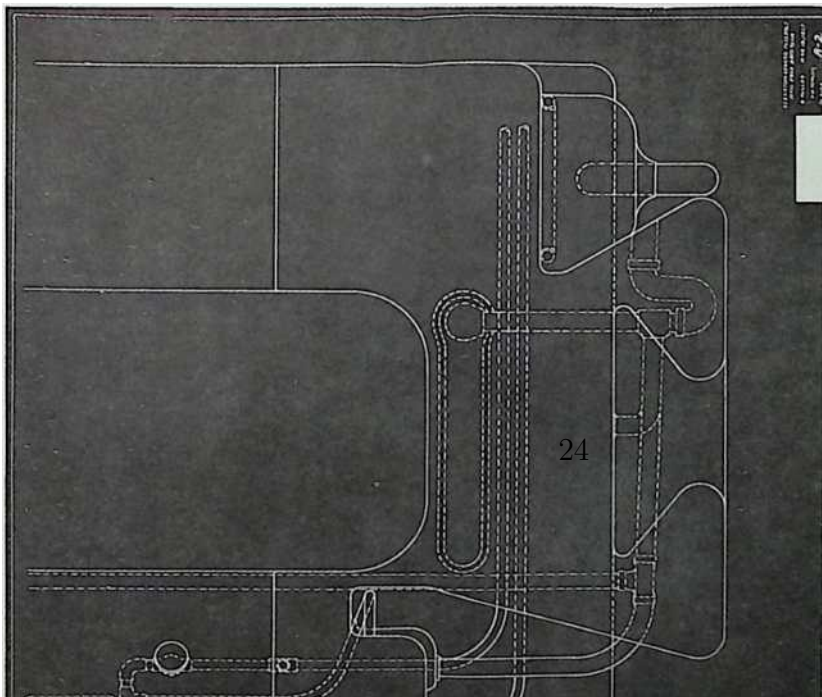
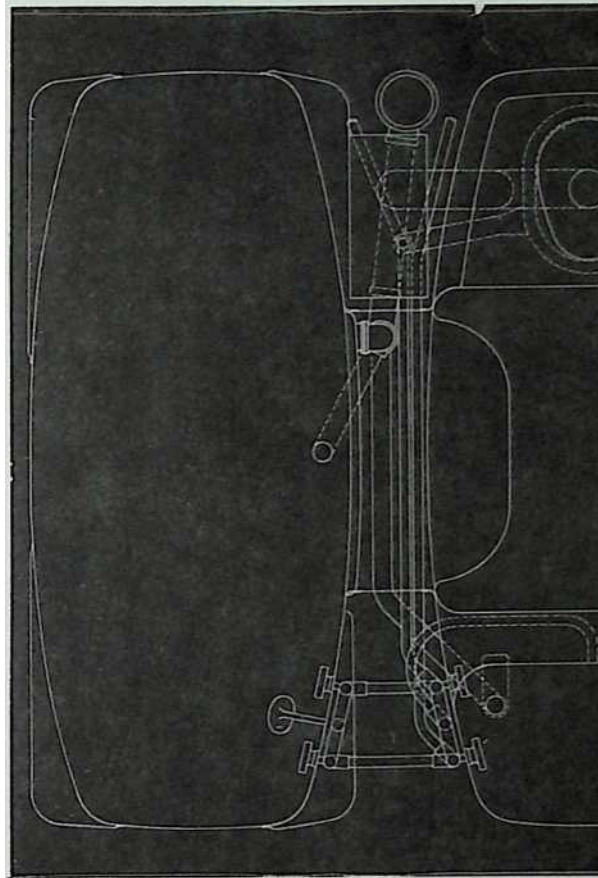


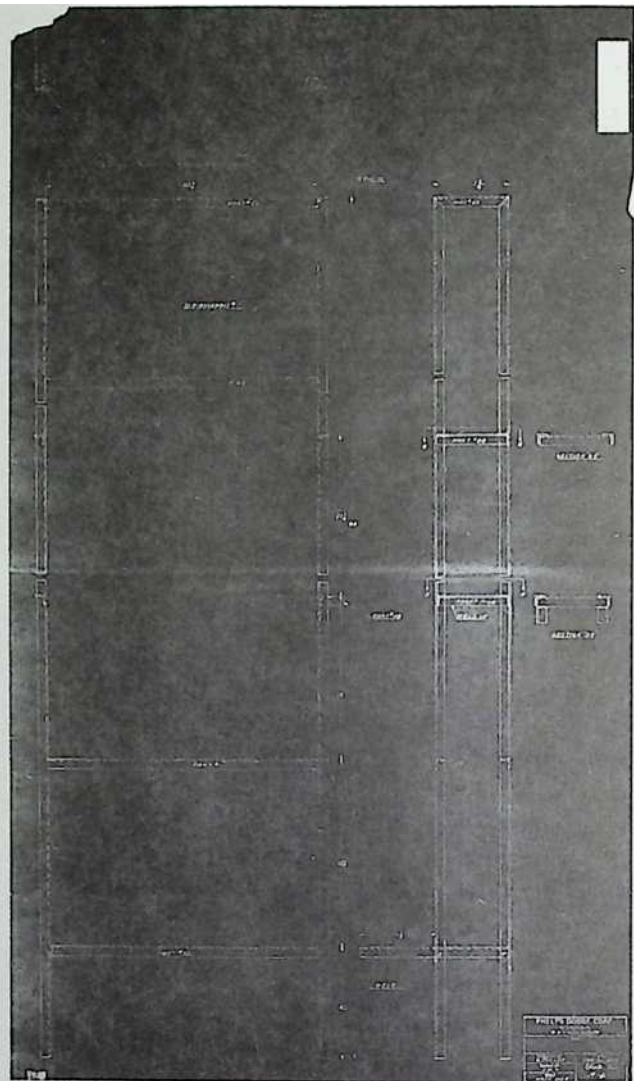
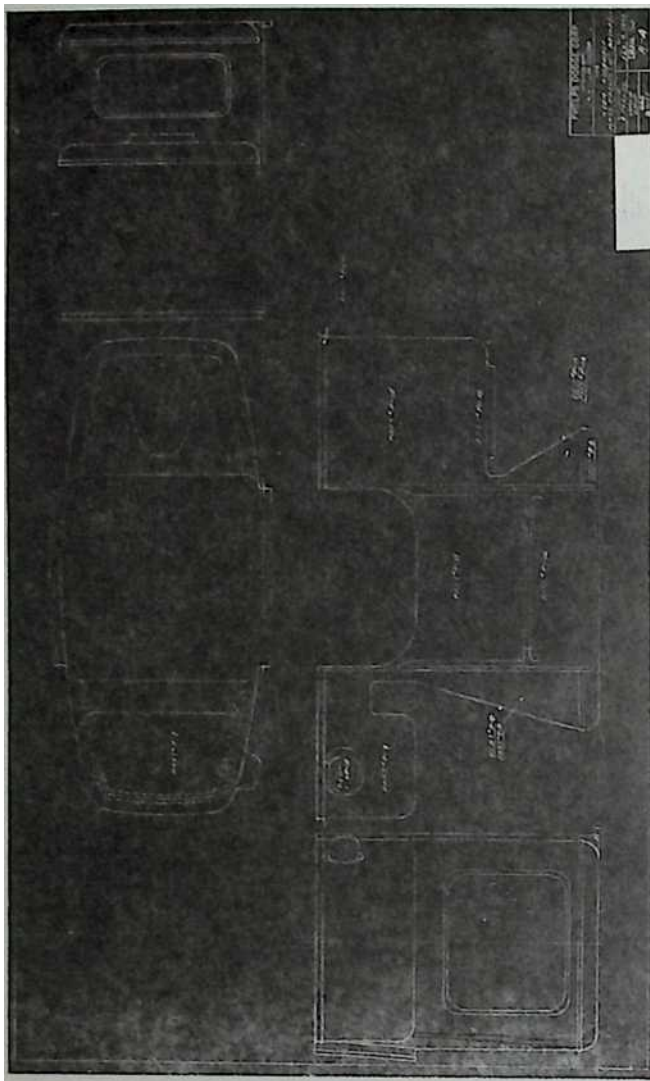
FIG. 9.

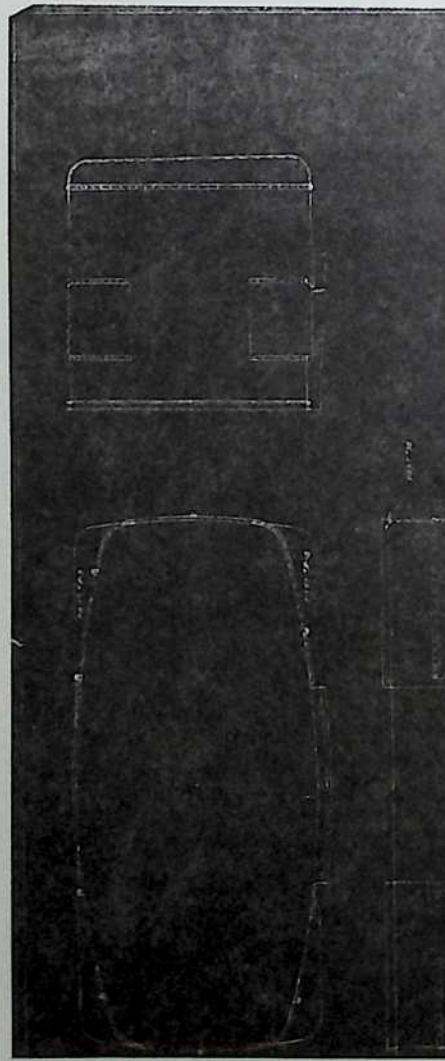
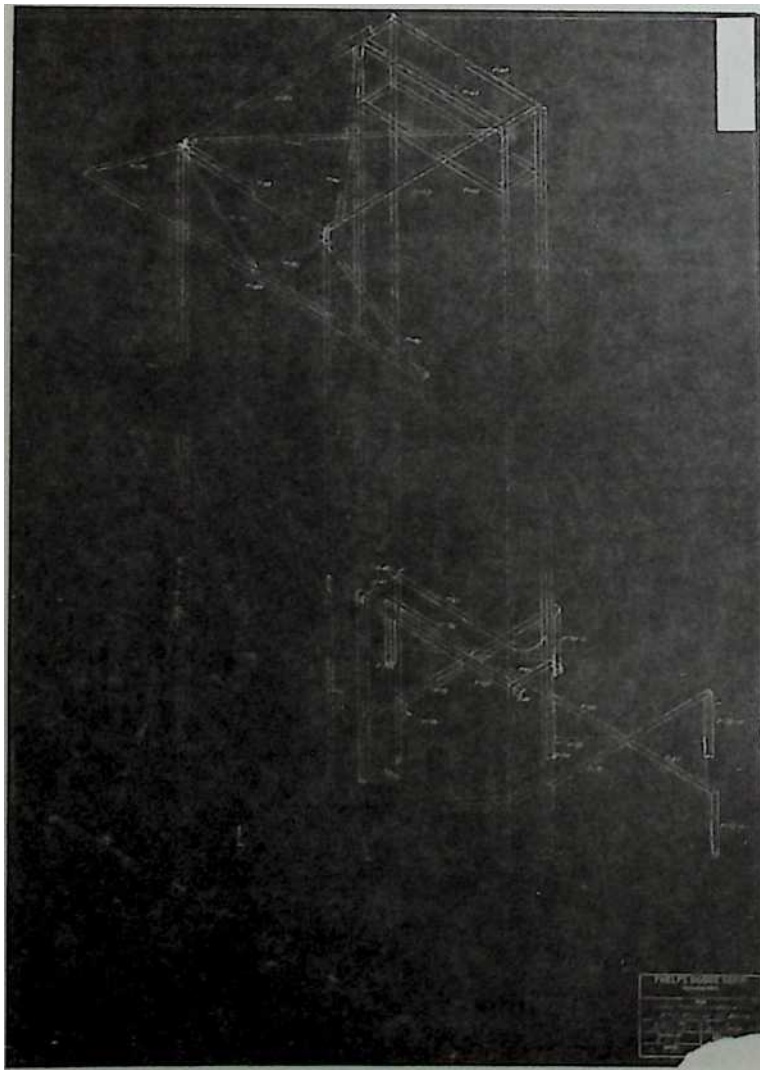
FIG. 10.

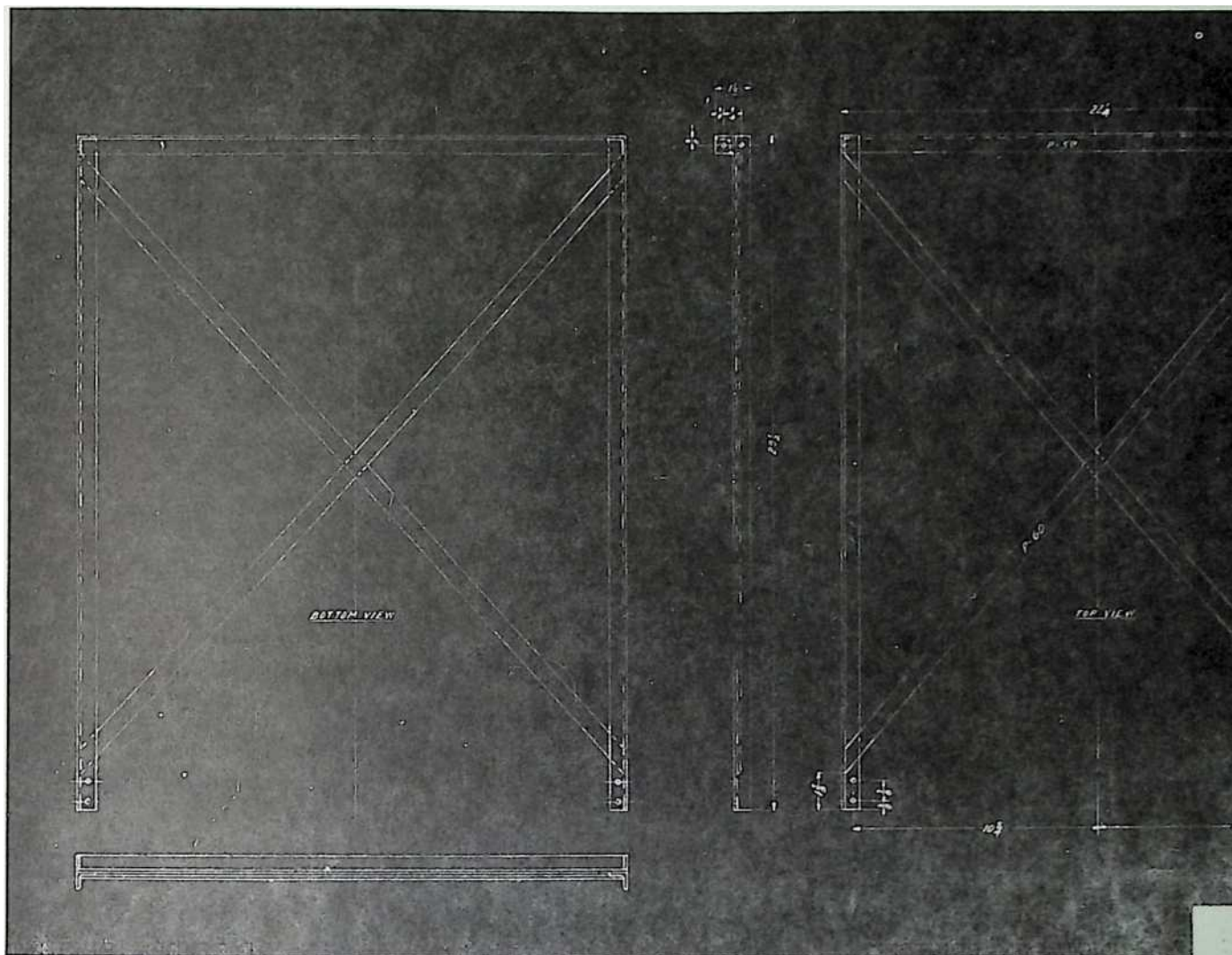


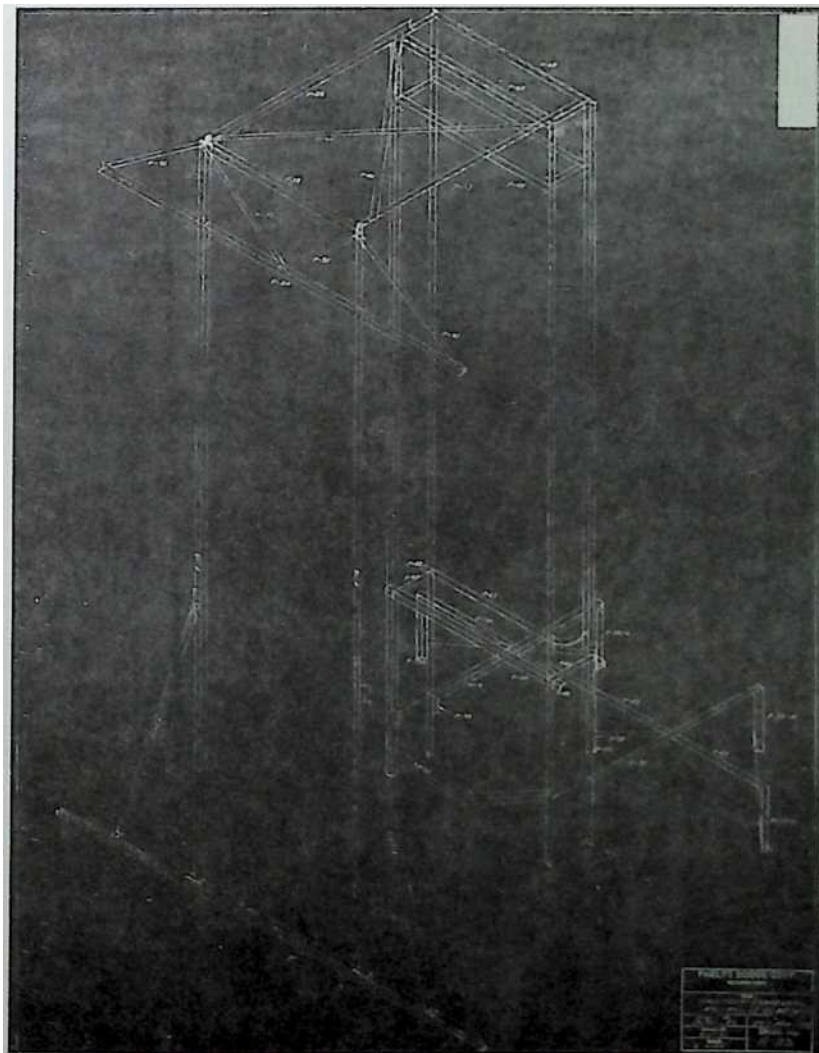
INVENTOR
 RICHARD BUCKMINSTER FULLER
 BY
W. C. Churchill
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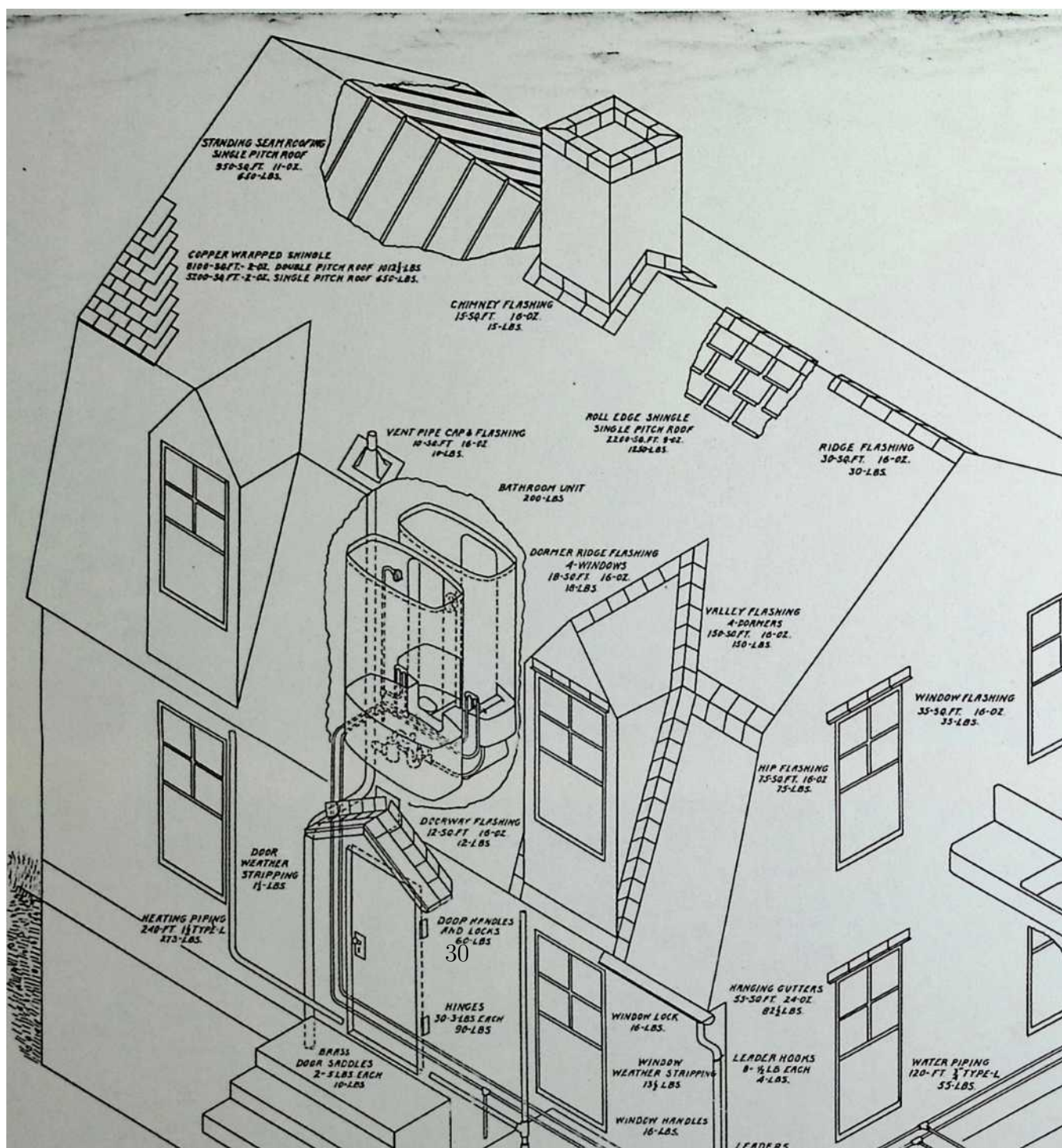


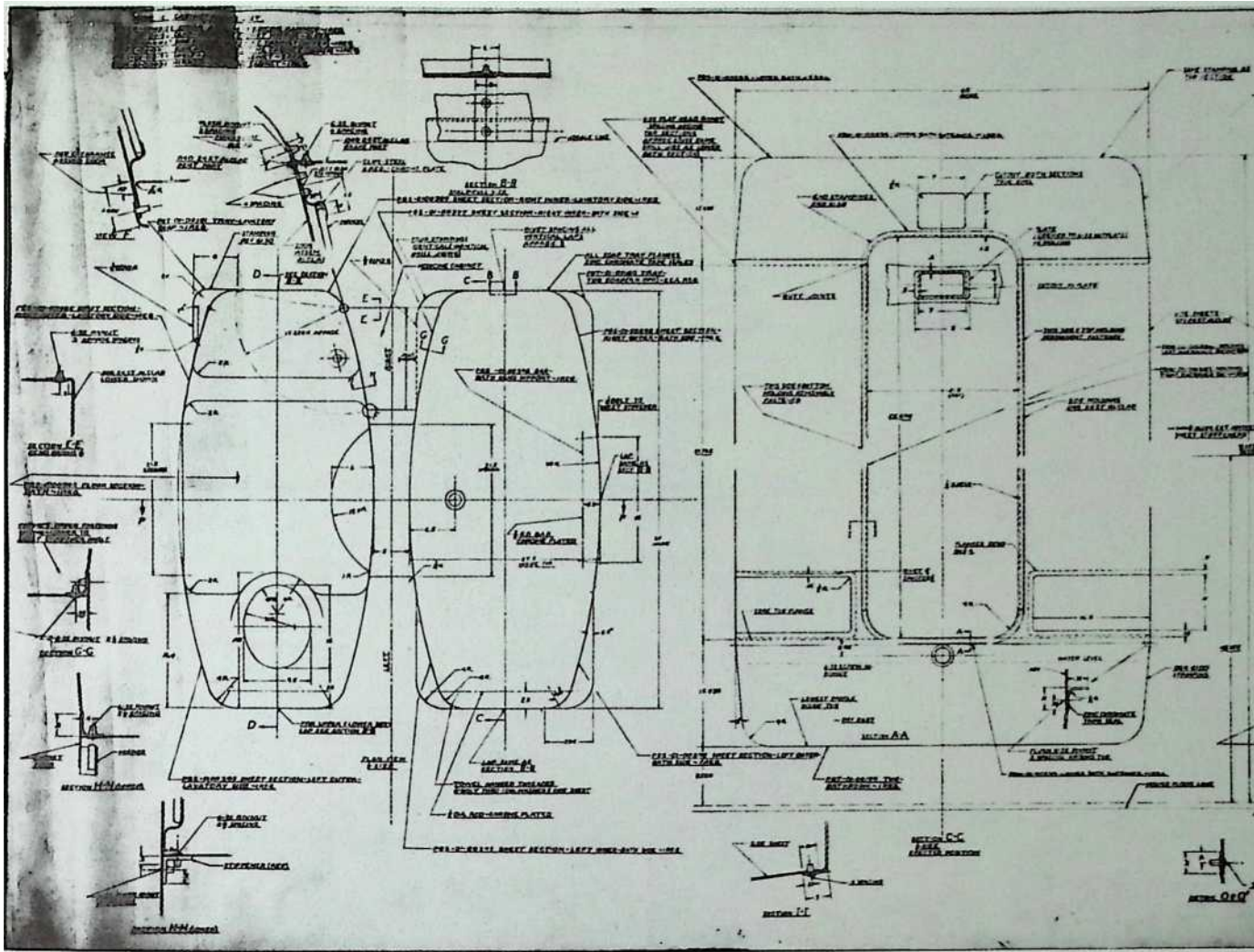


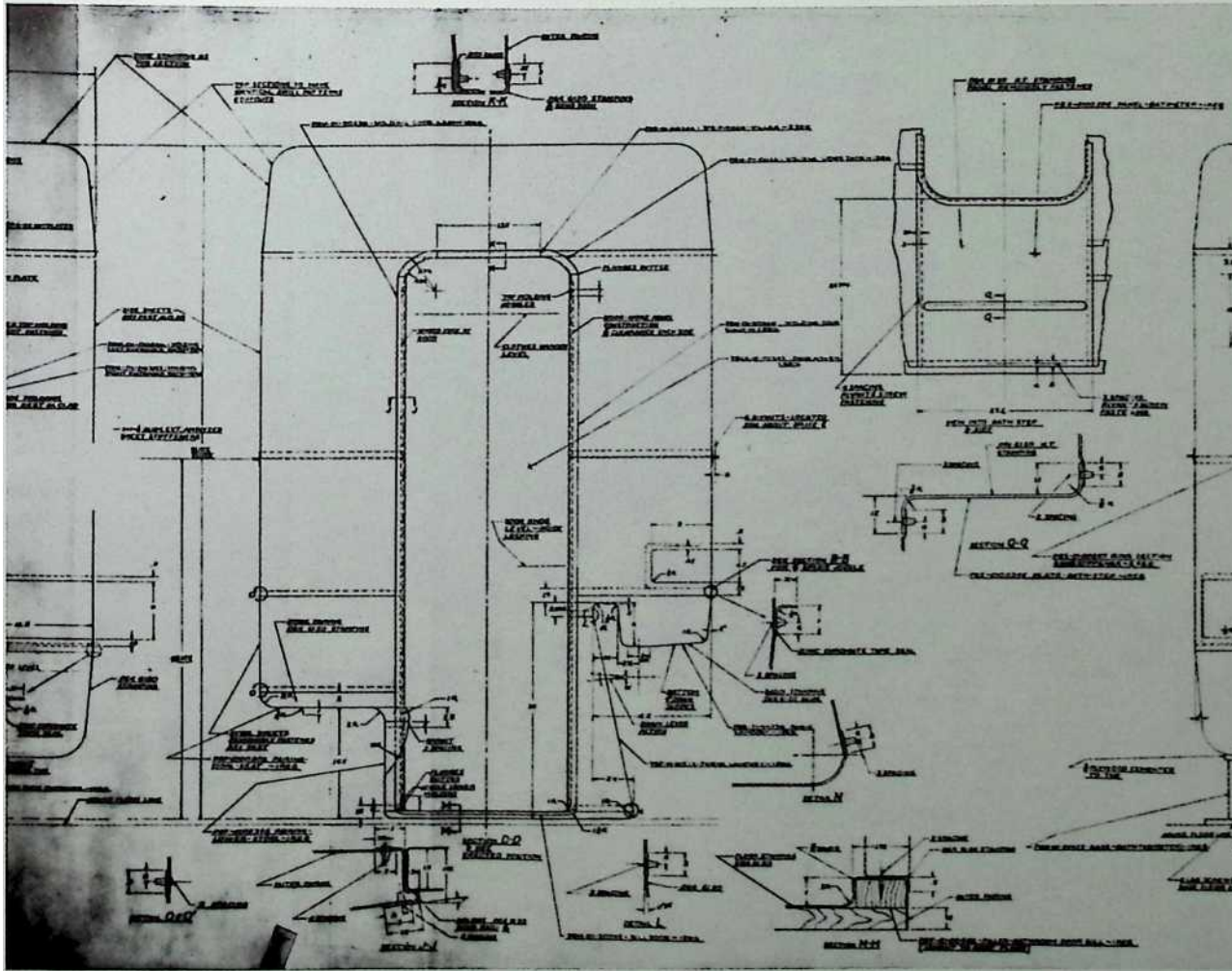




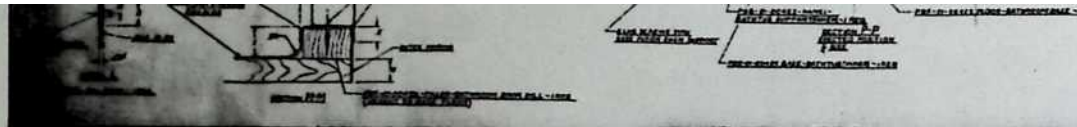
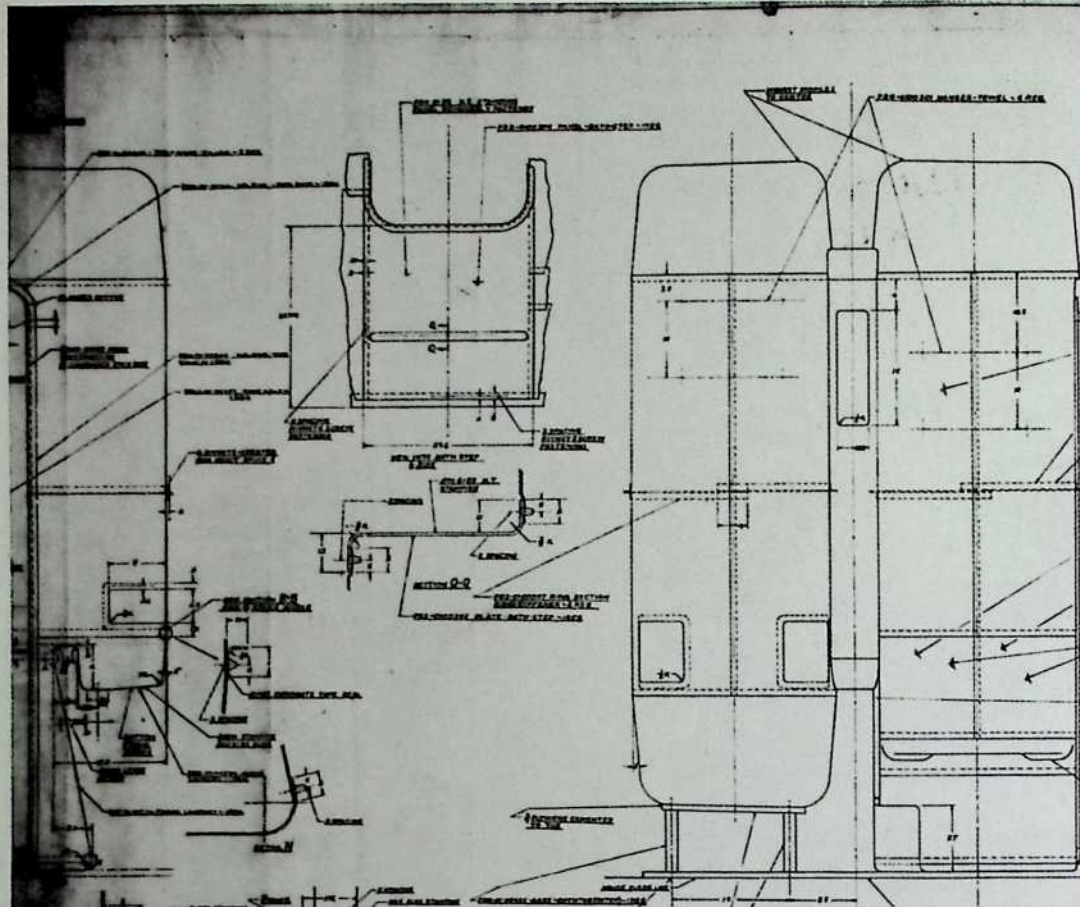
THE DYMAXION BATHROOM

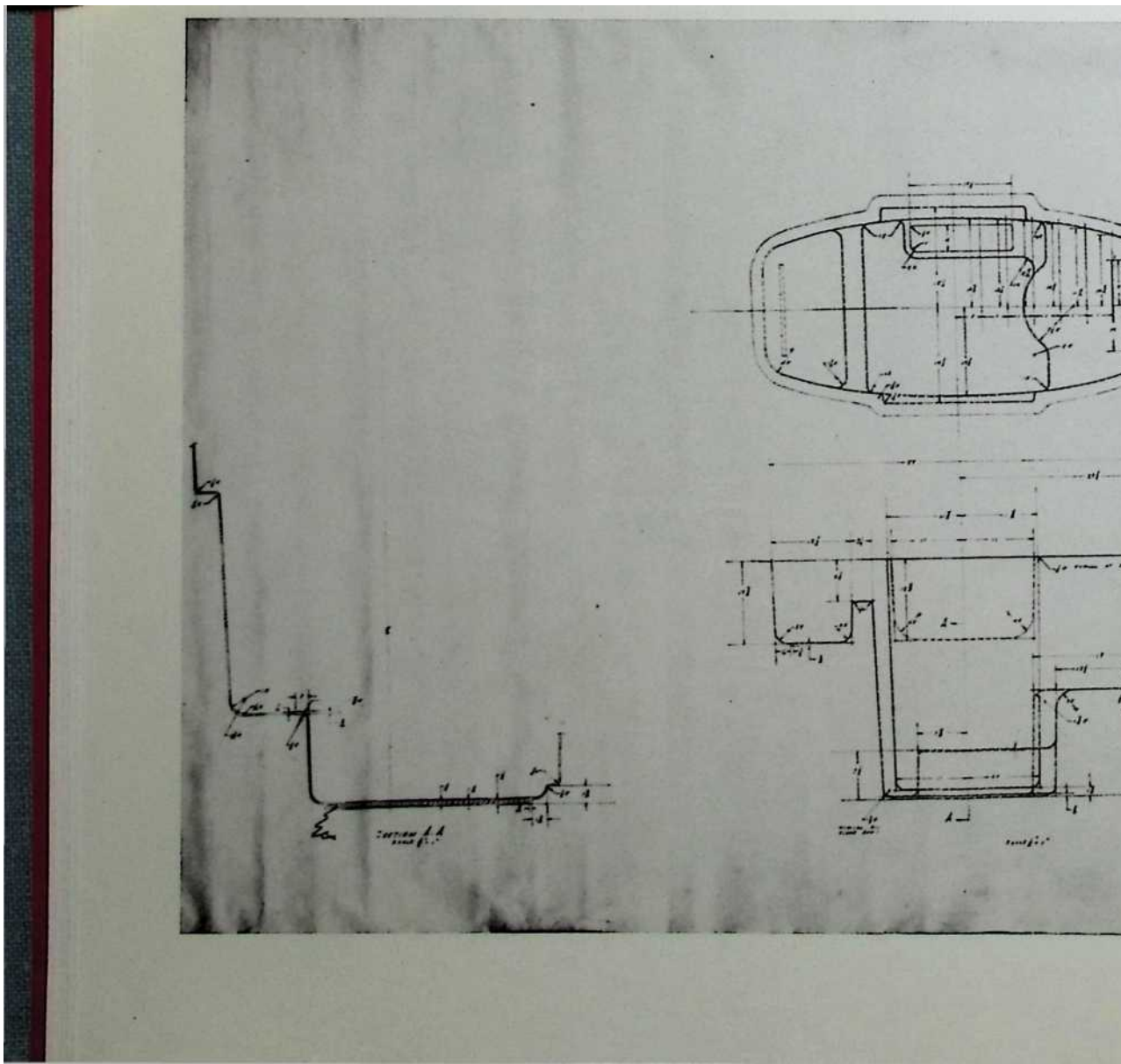


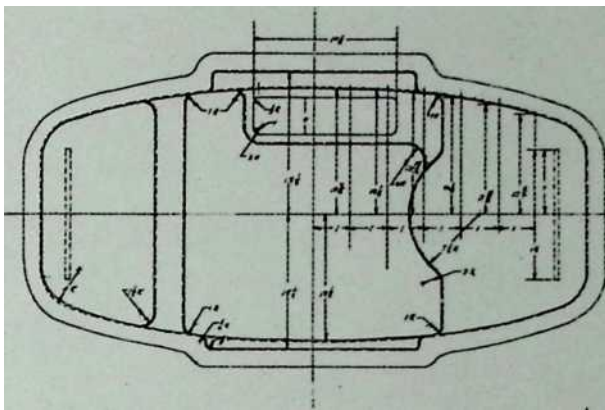
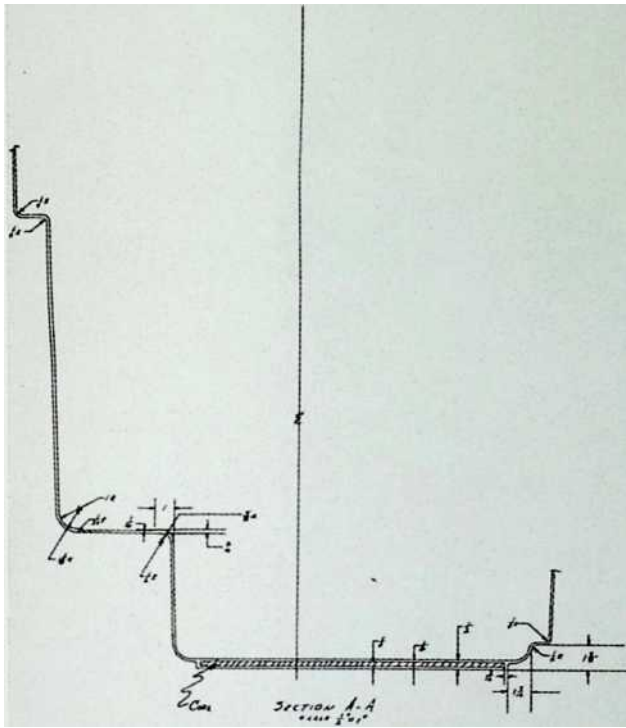


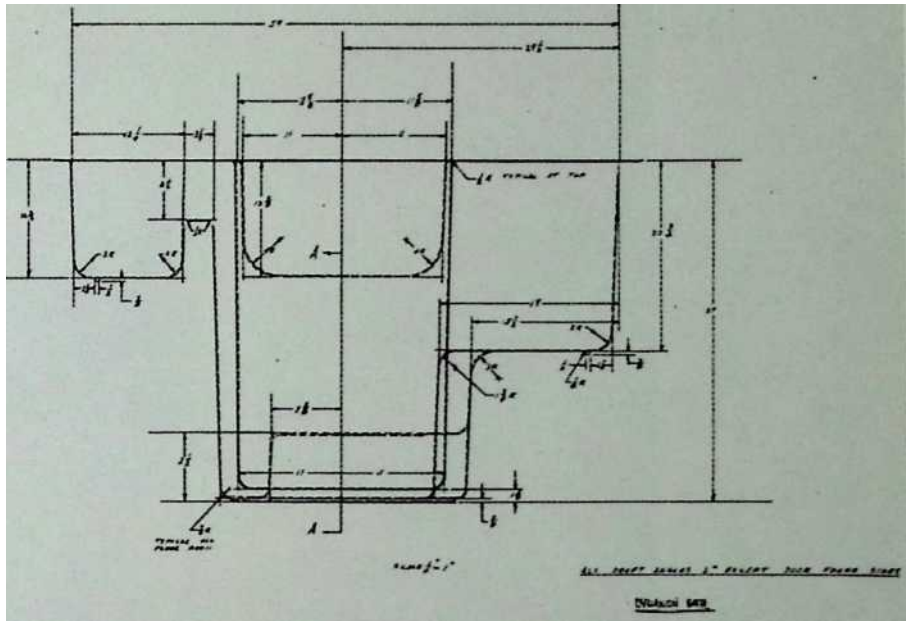


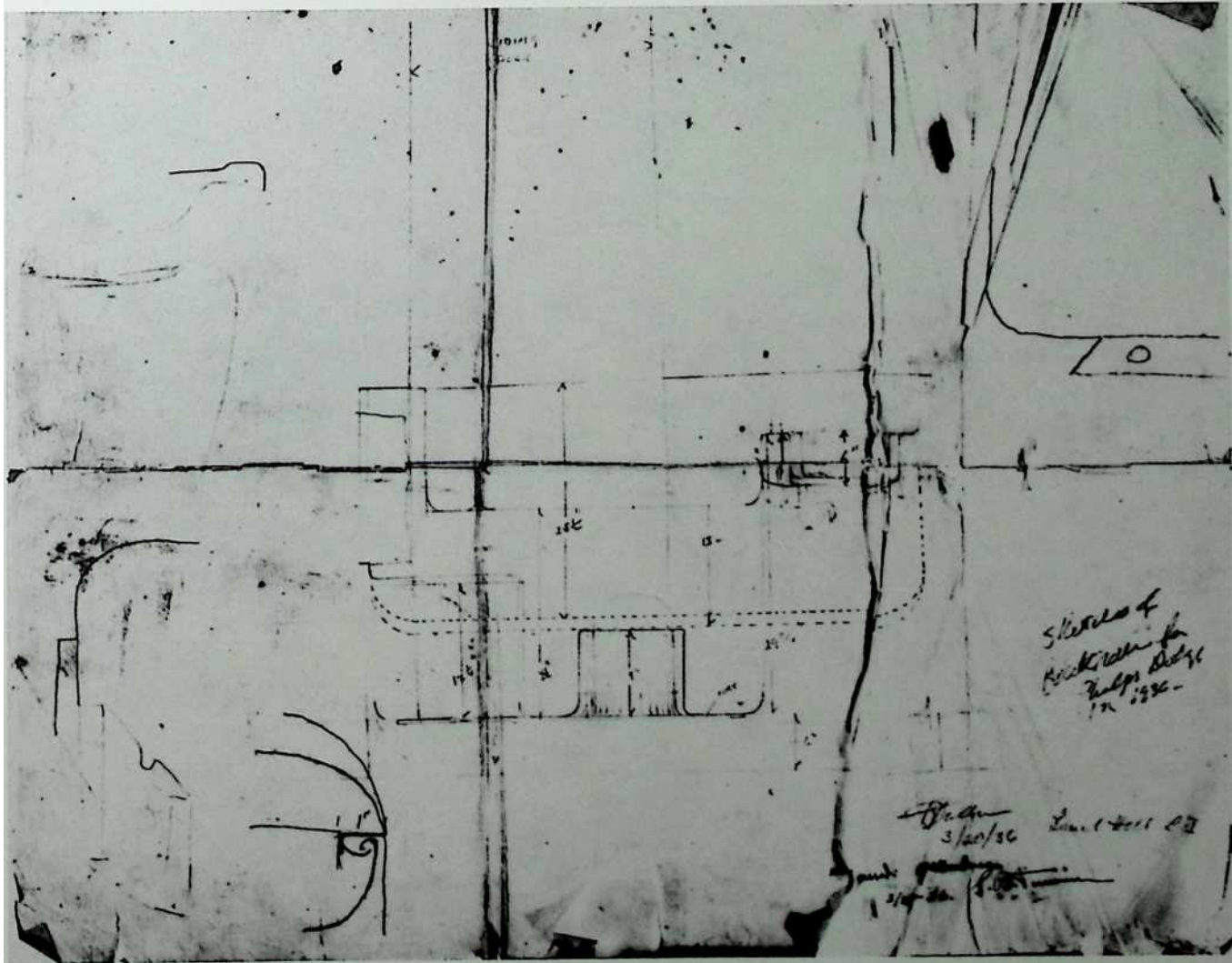
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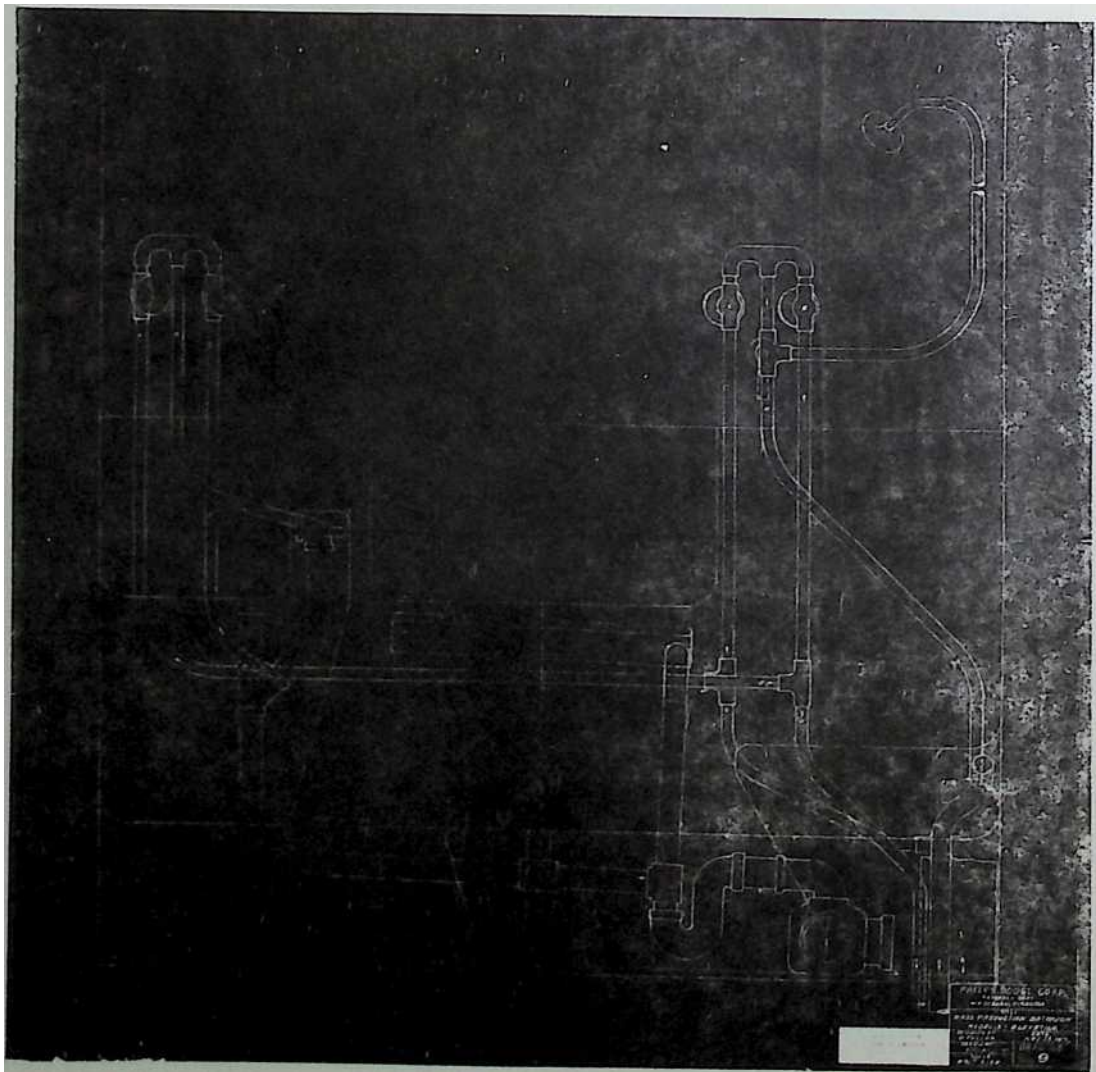


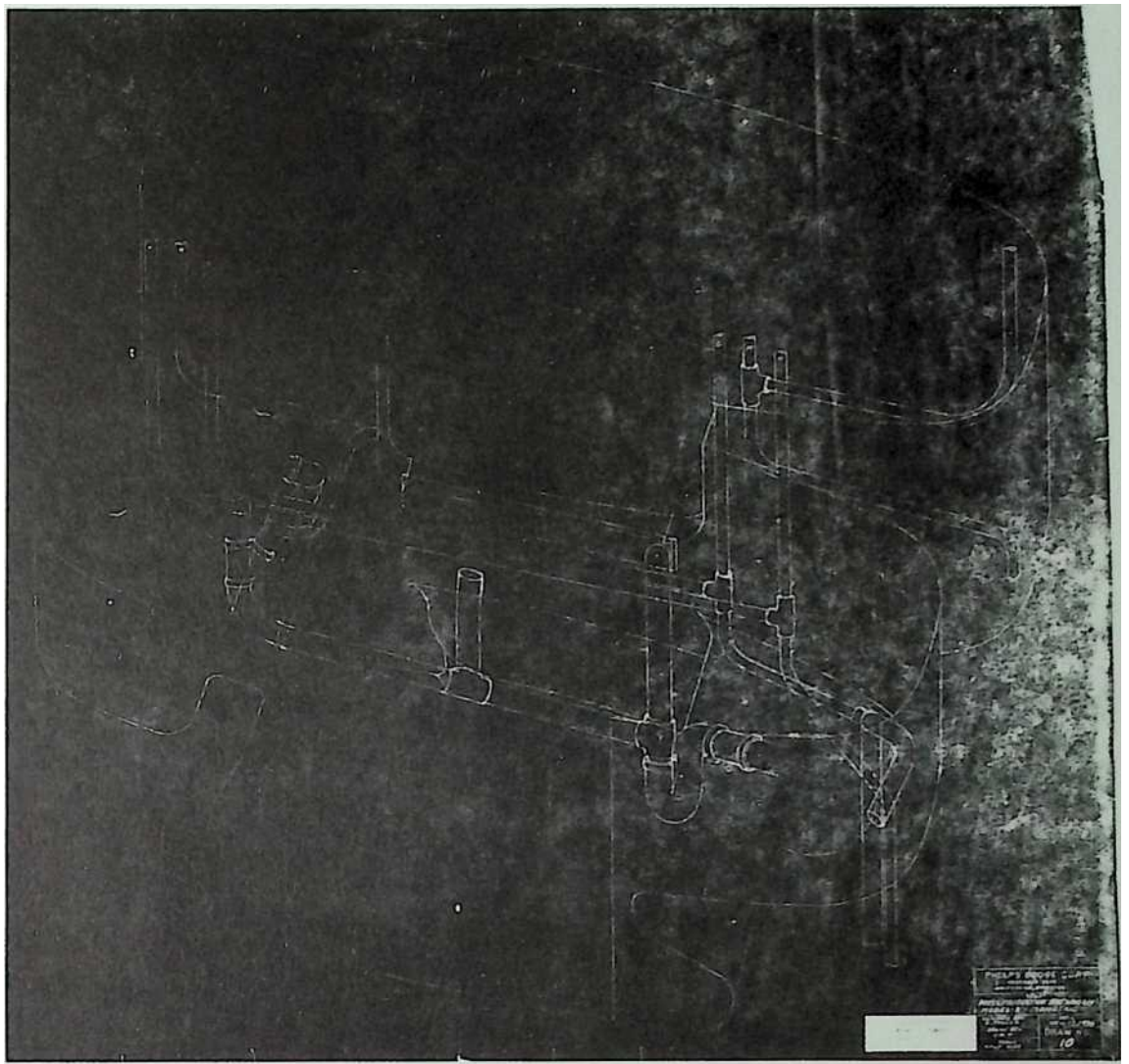


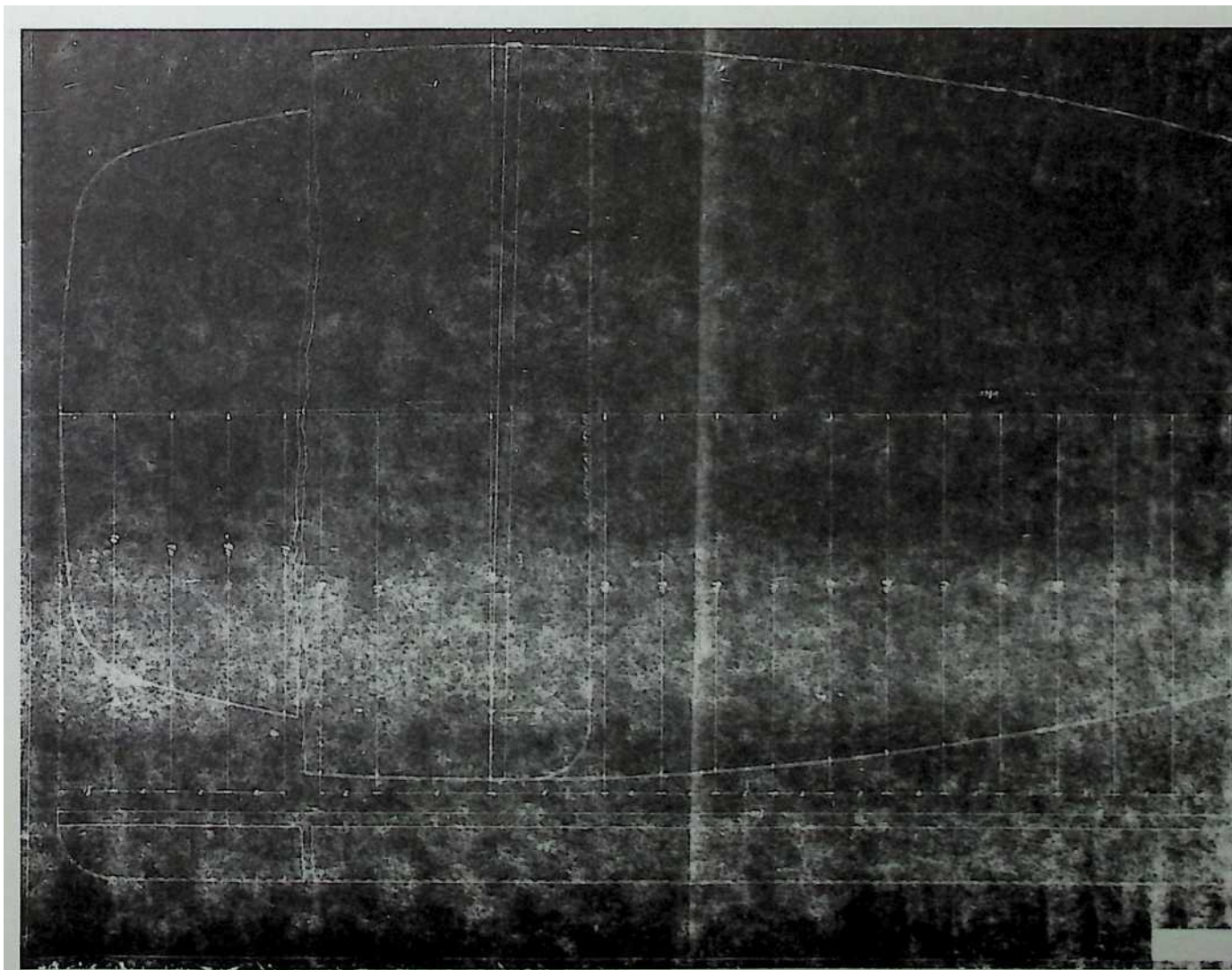


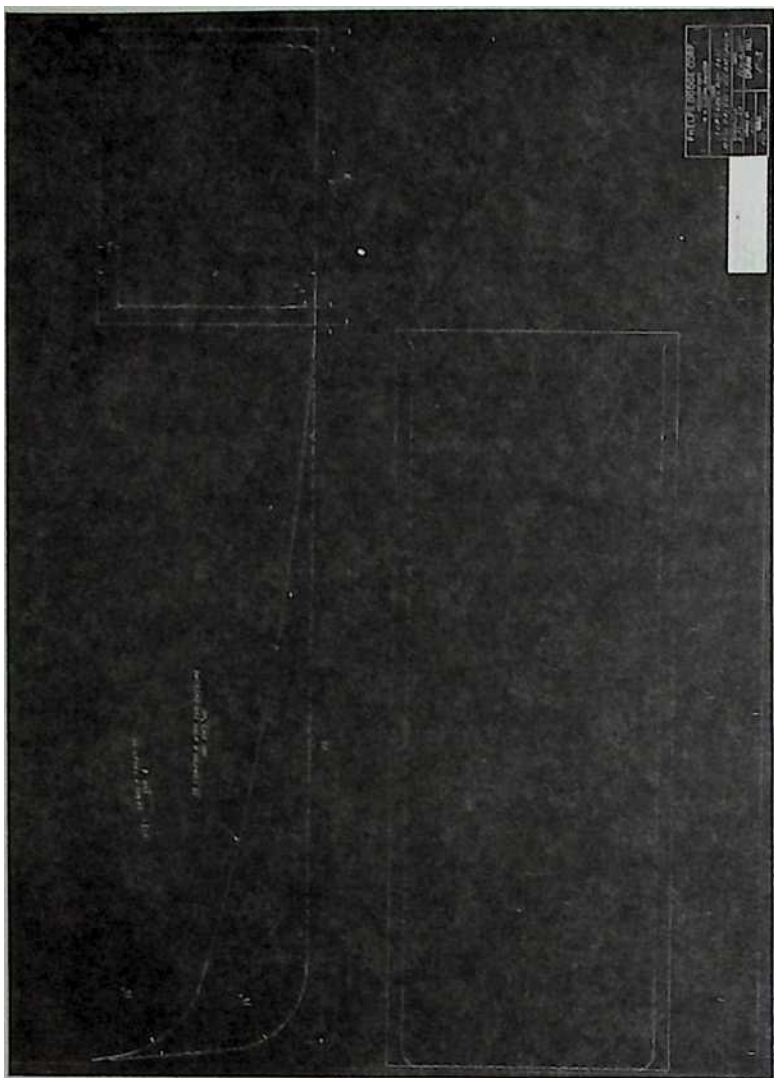


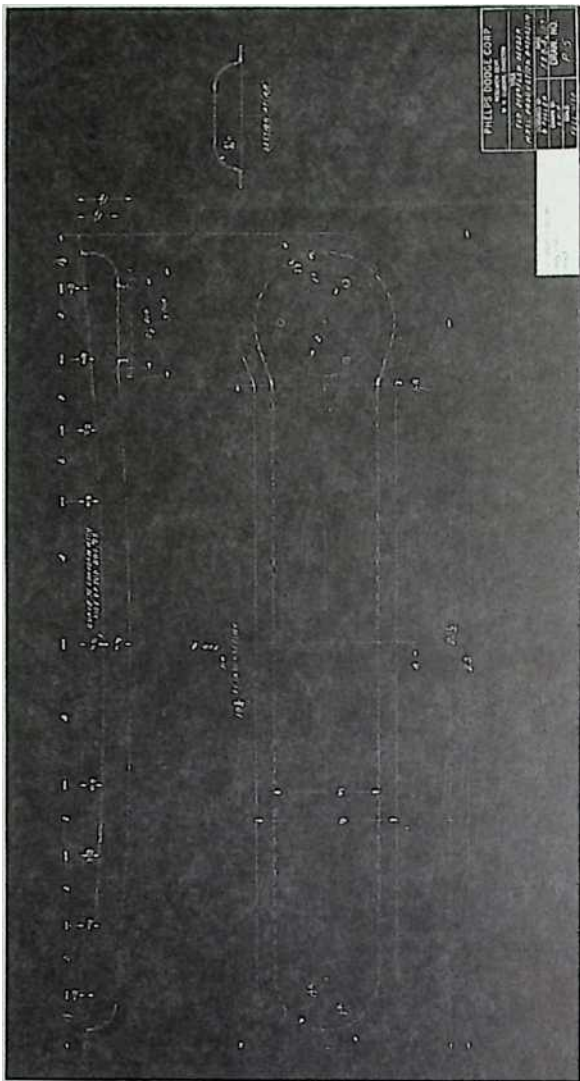


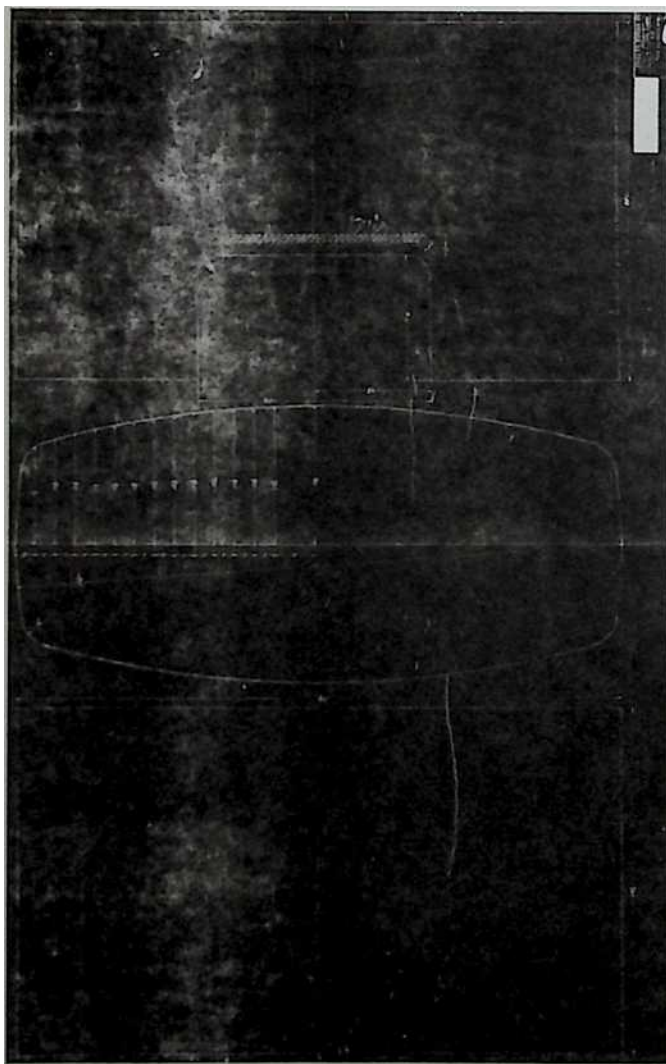


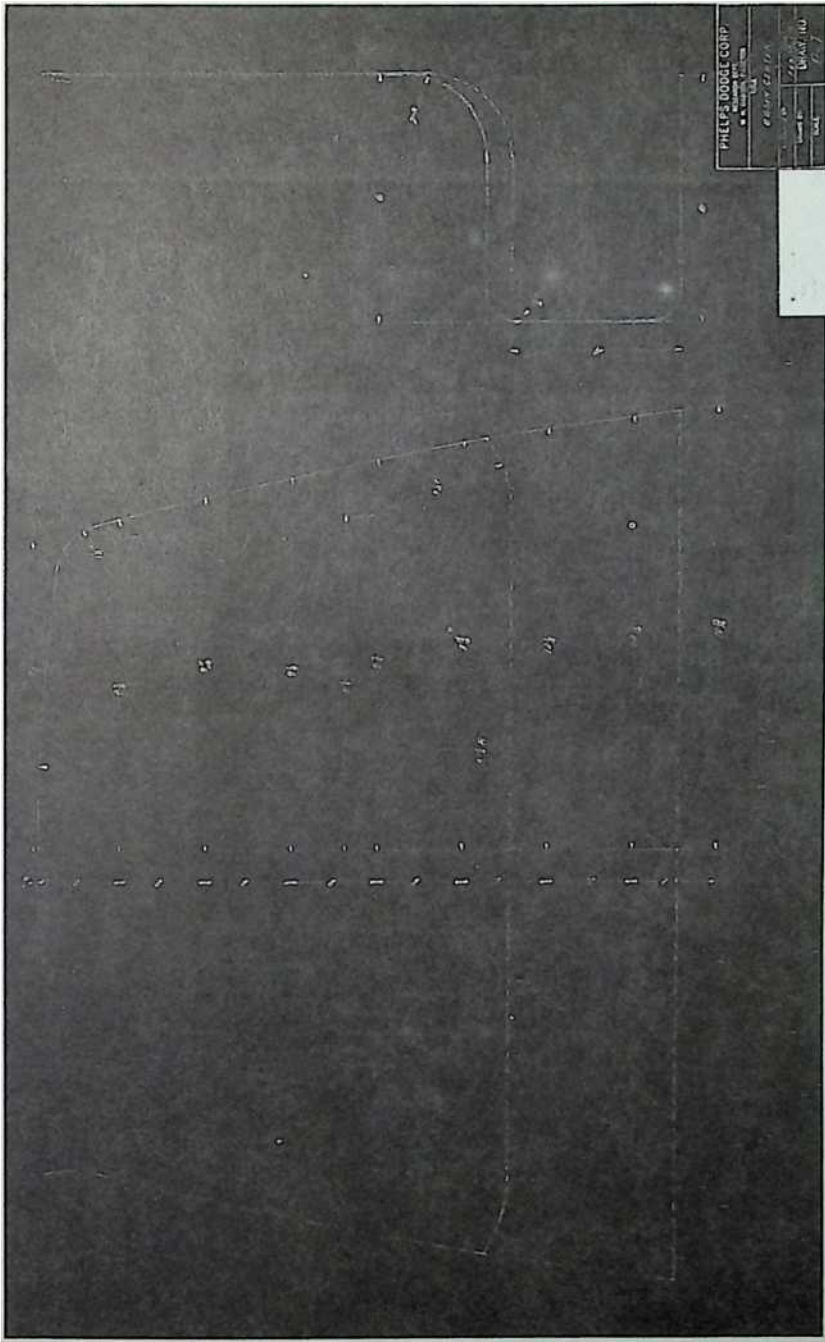


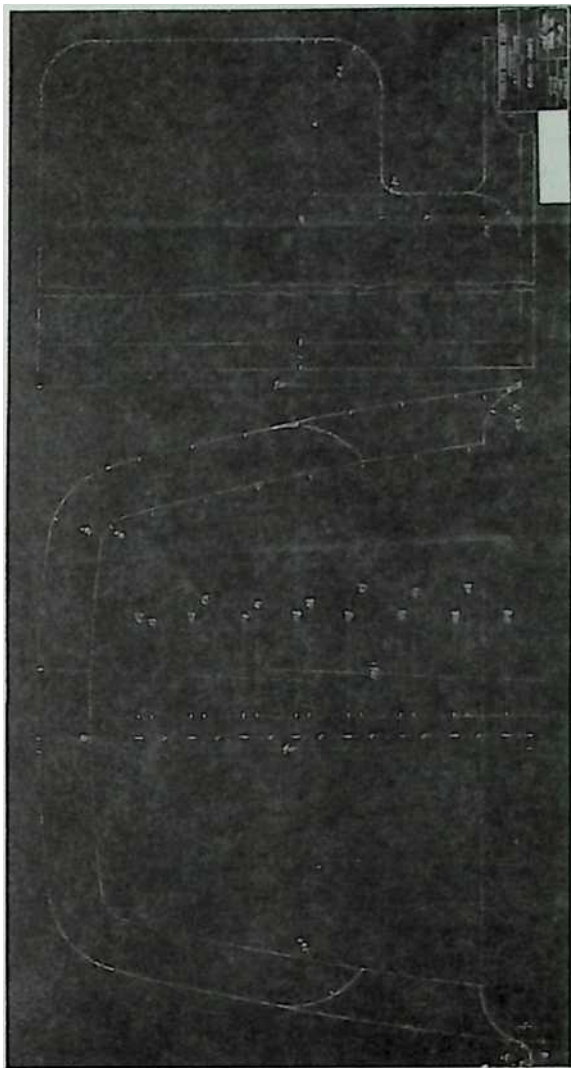


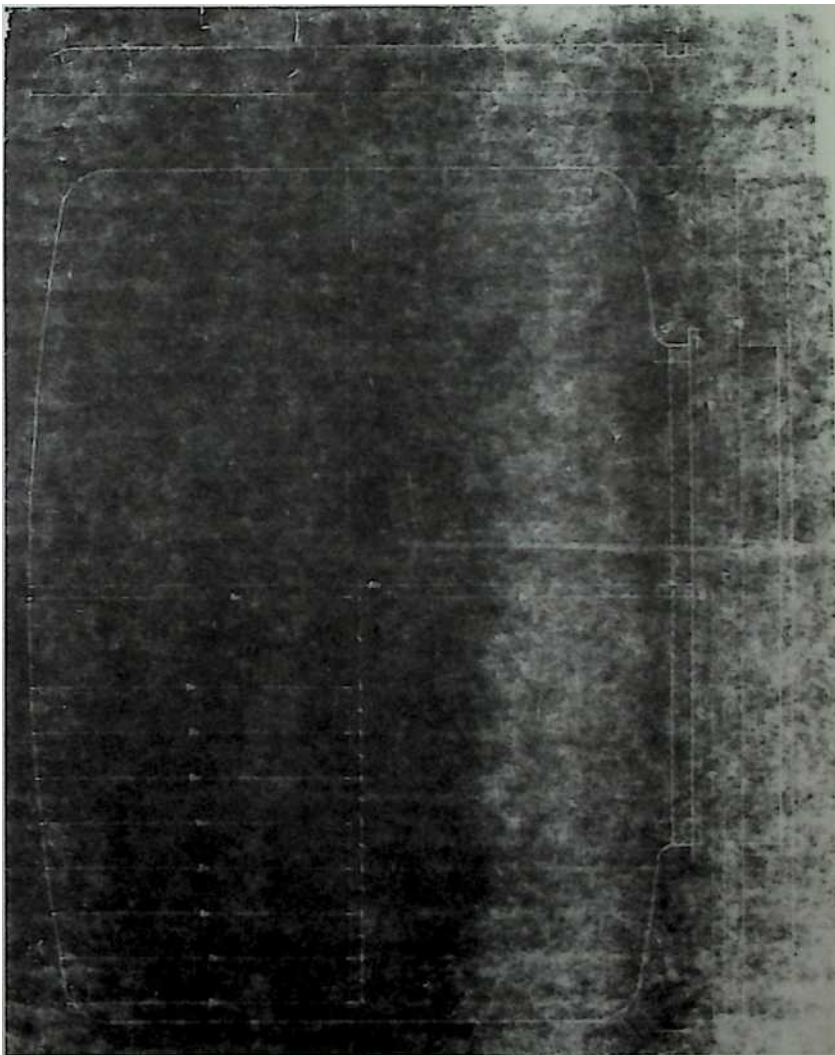


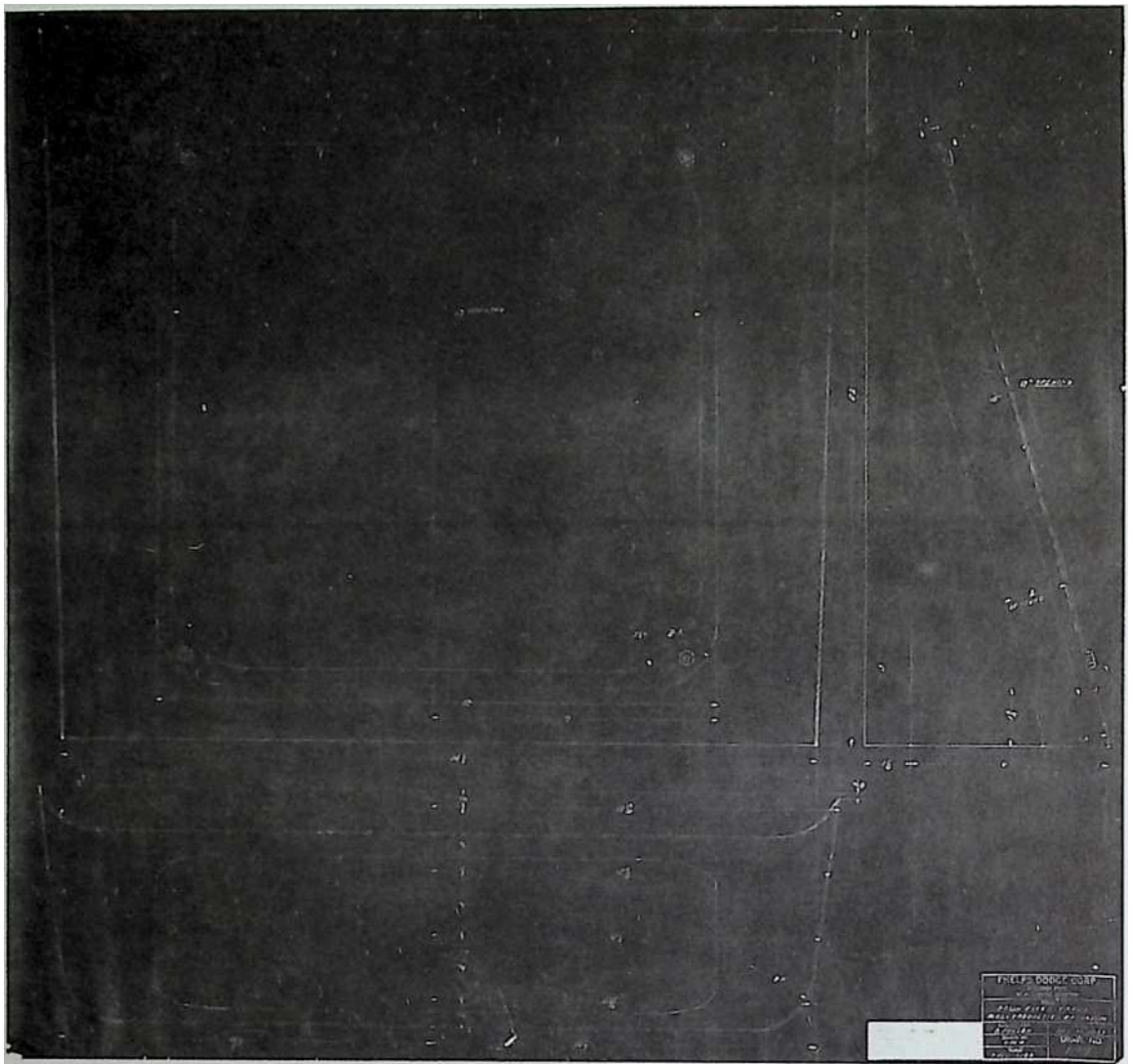


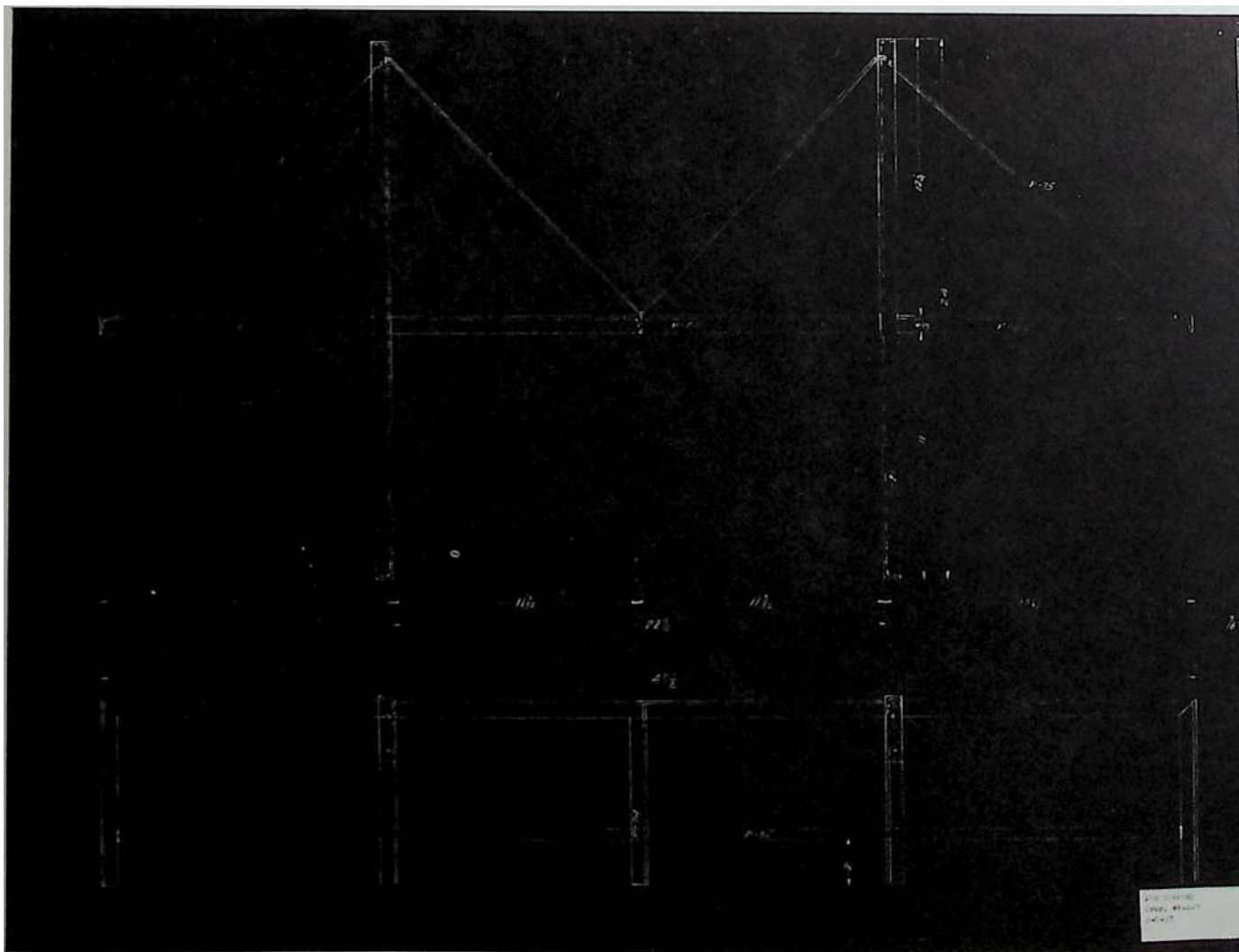


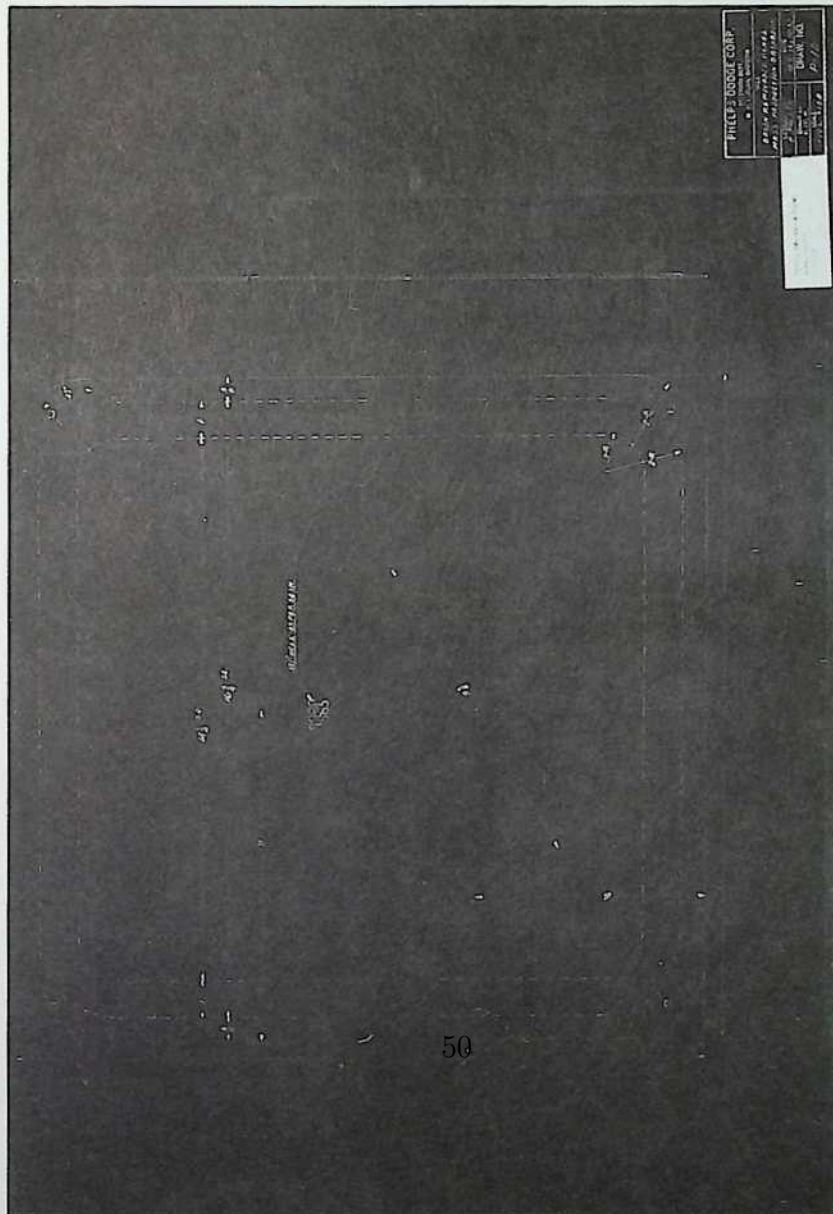


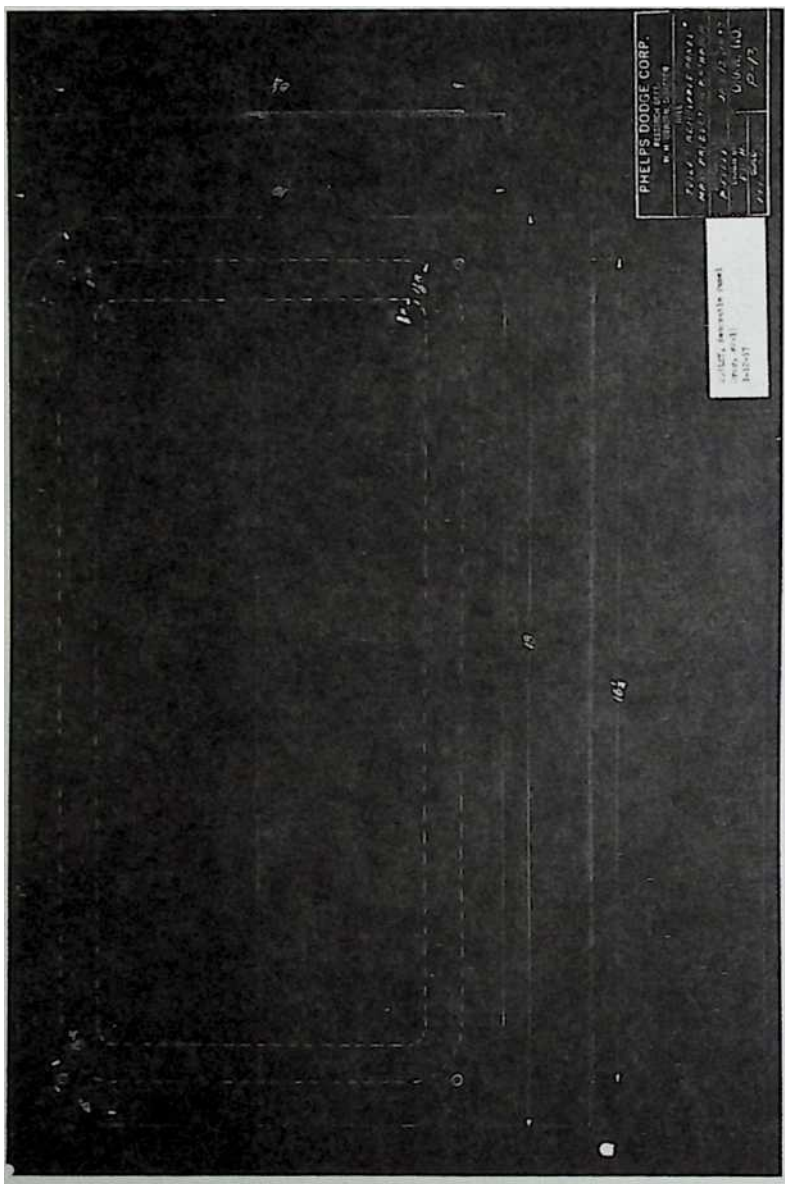






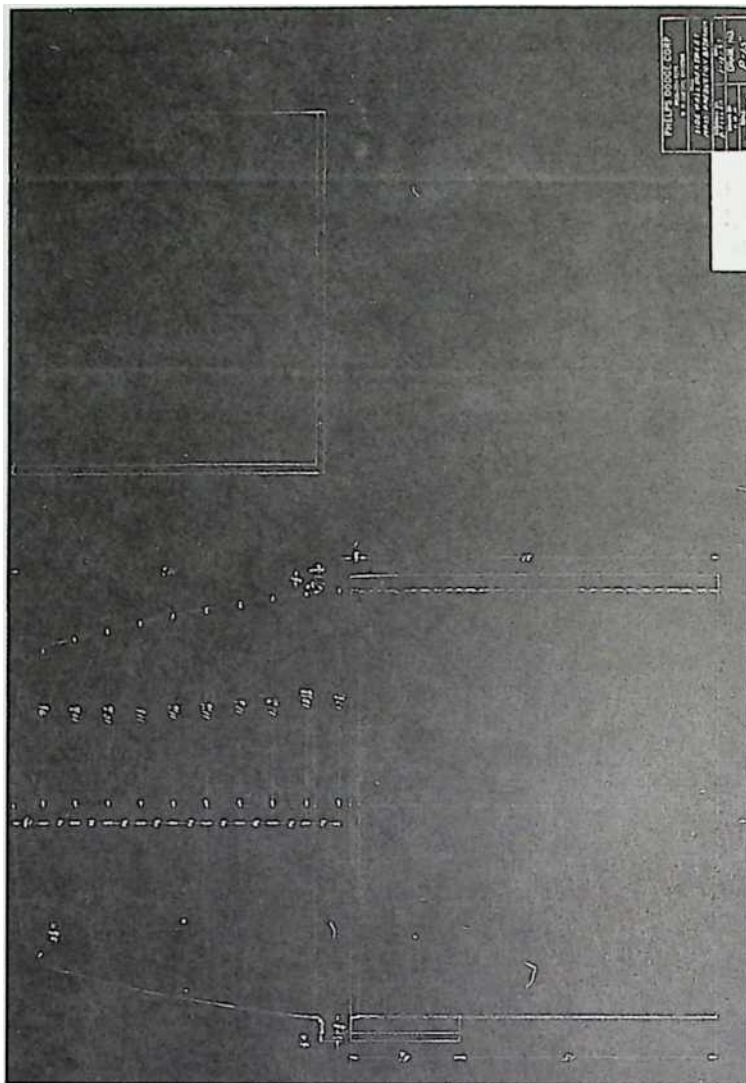


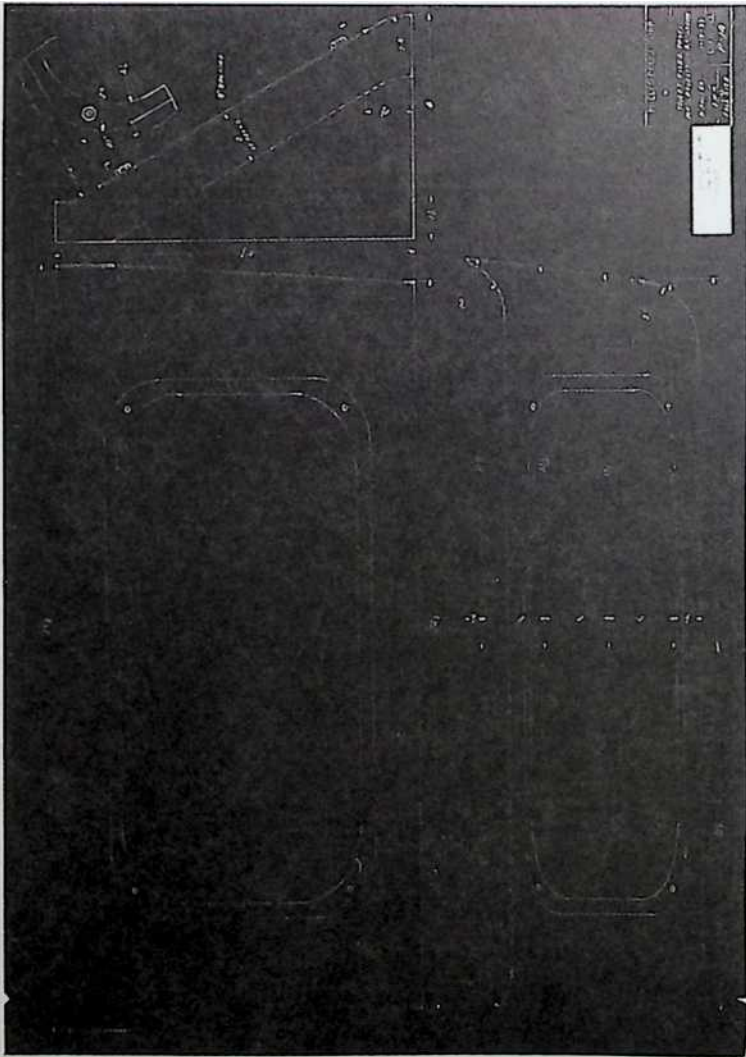


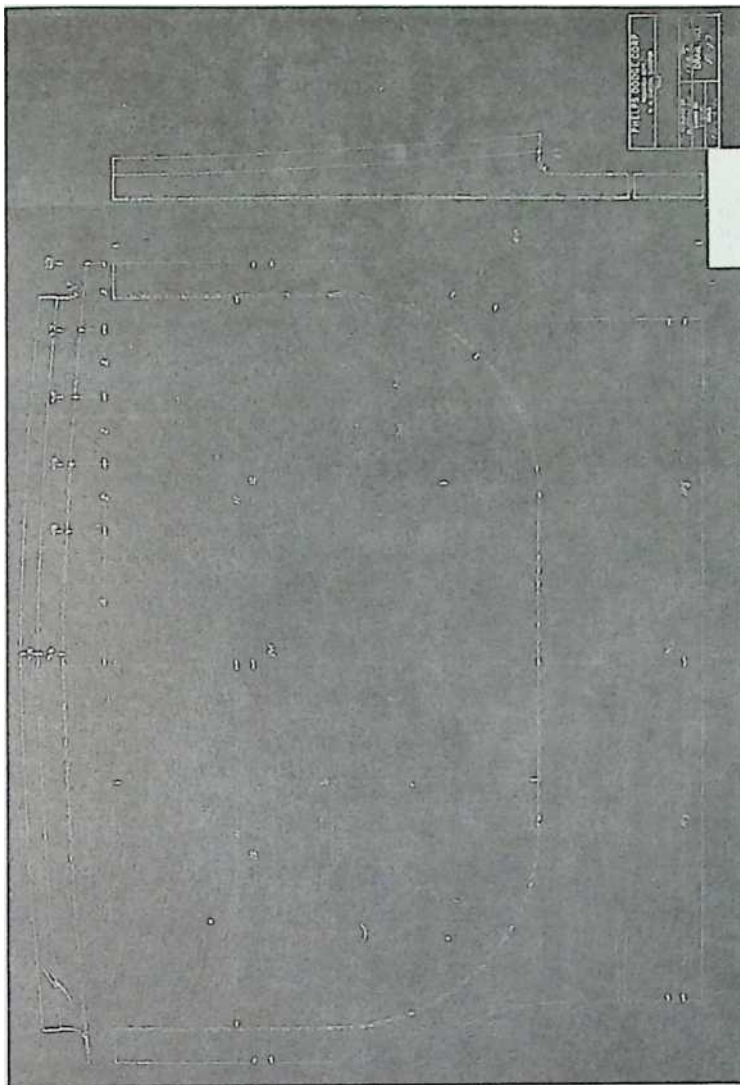


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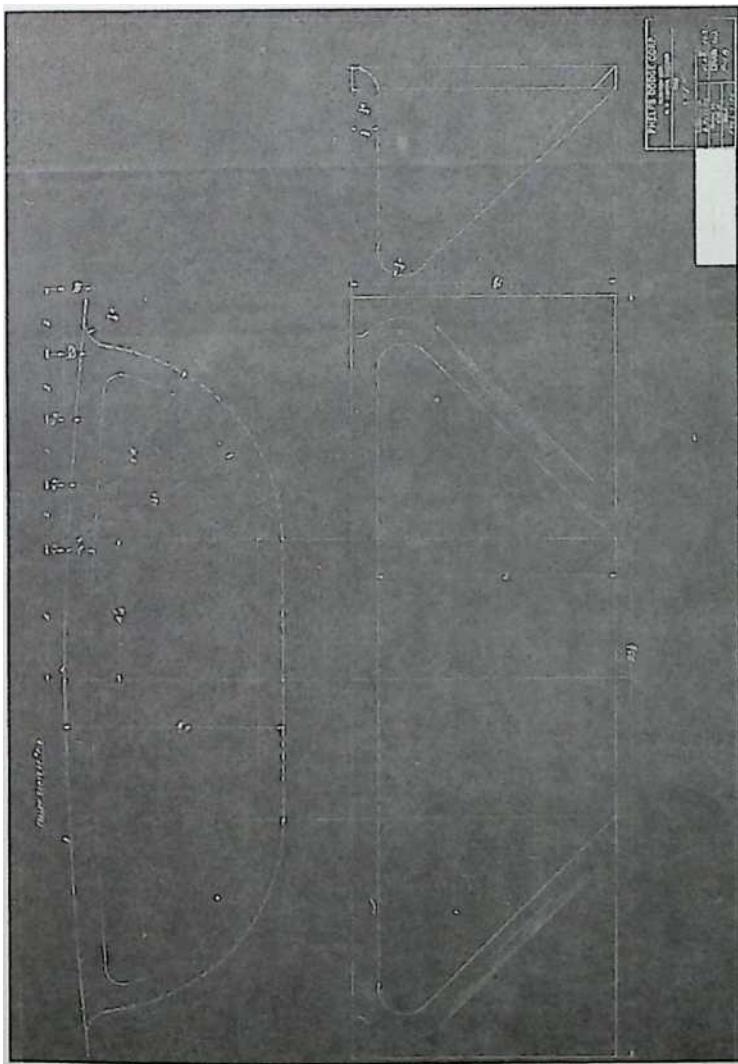
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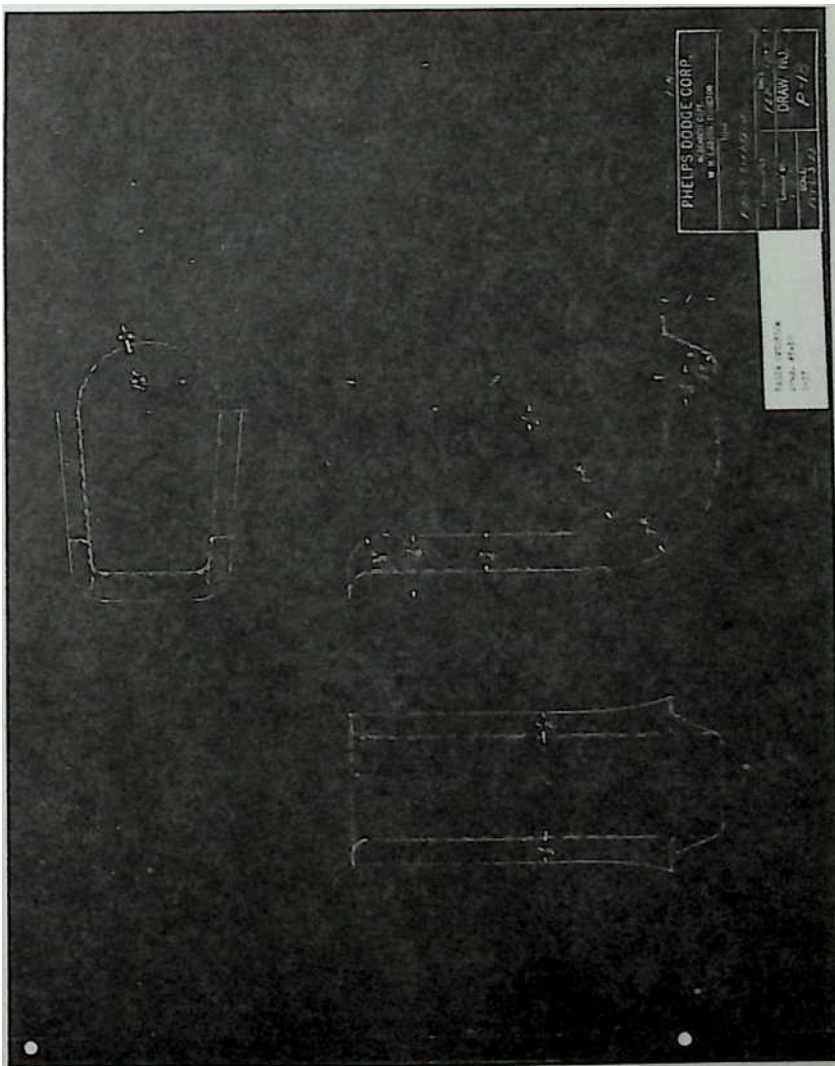


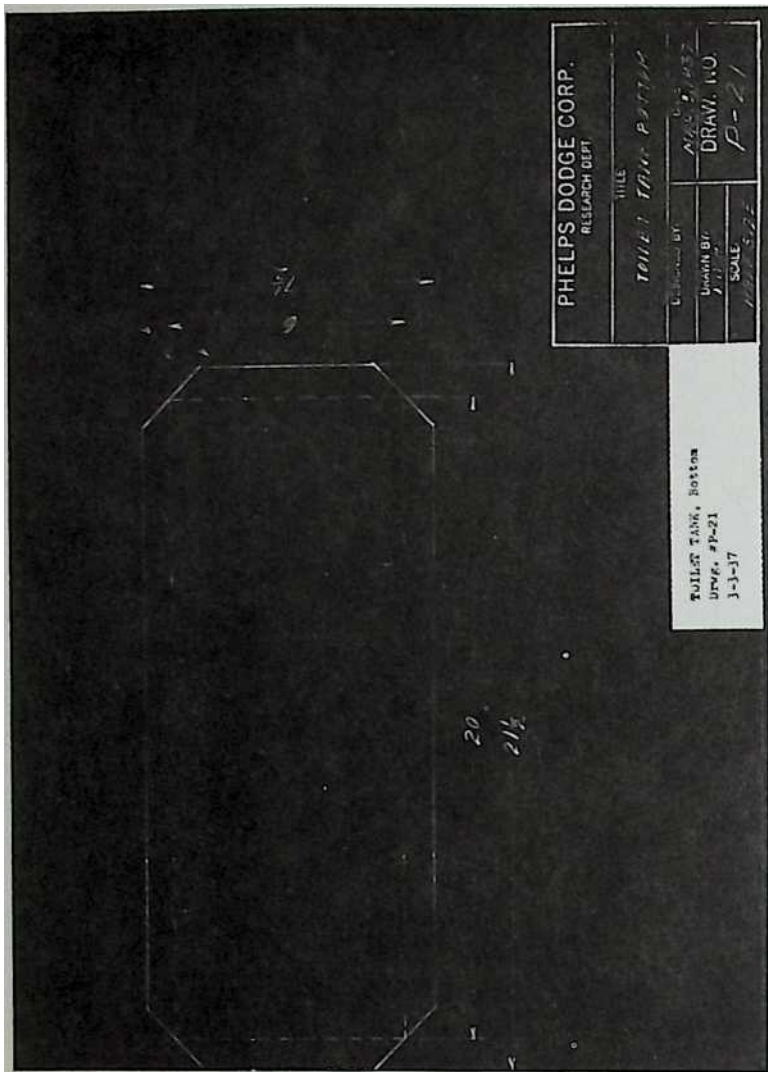






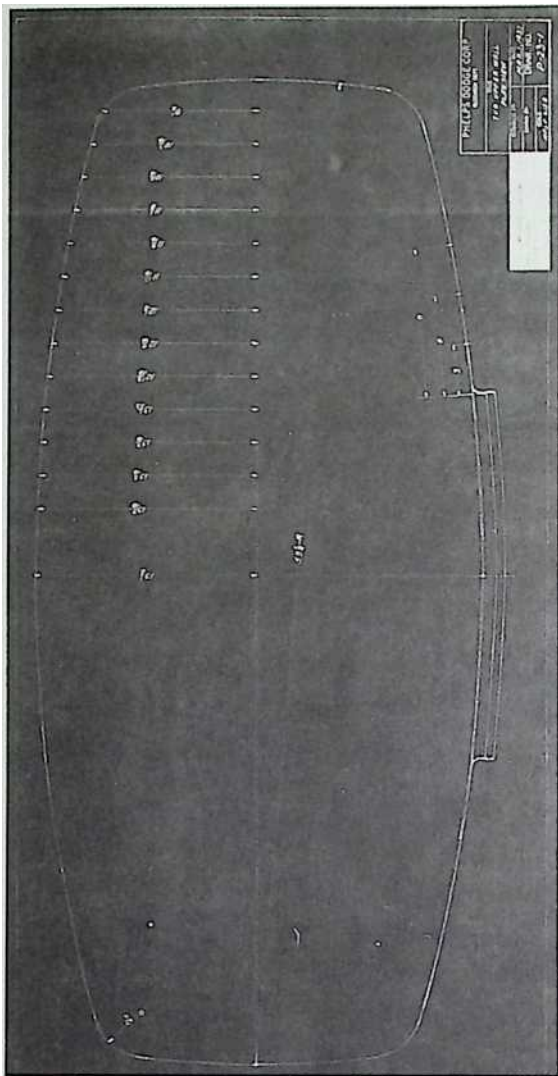


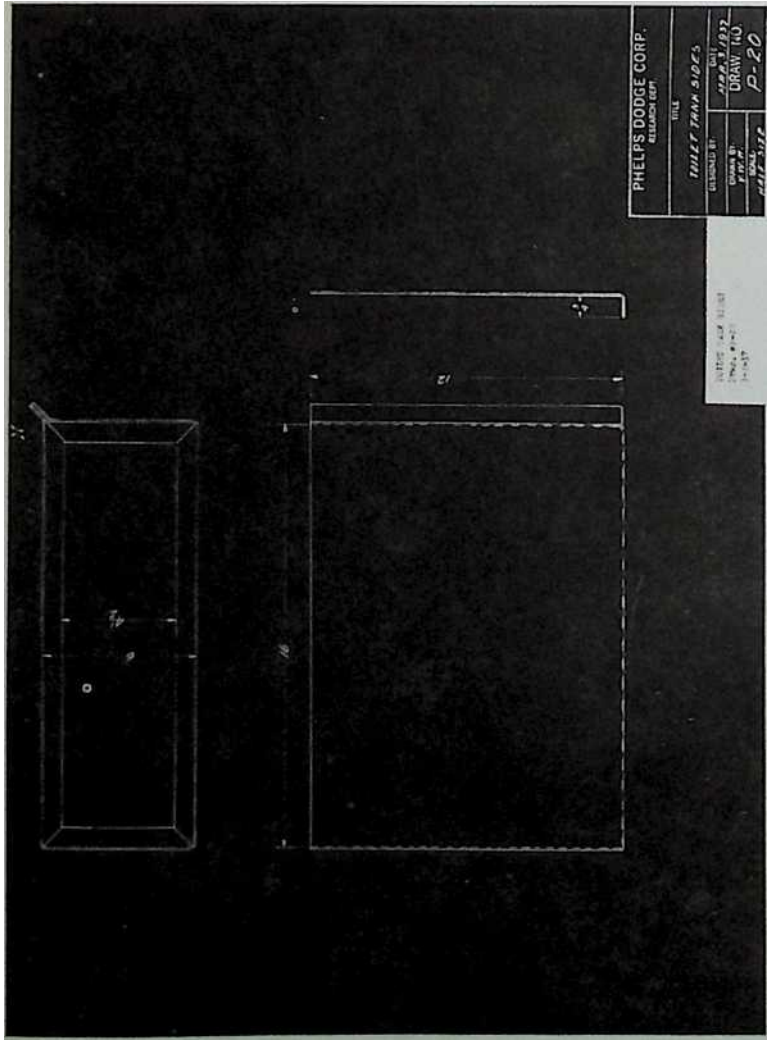


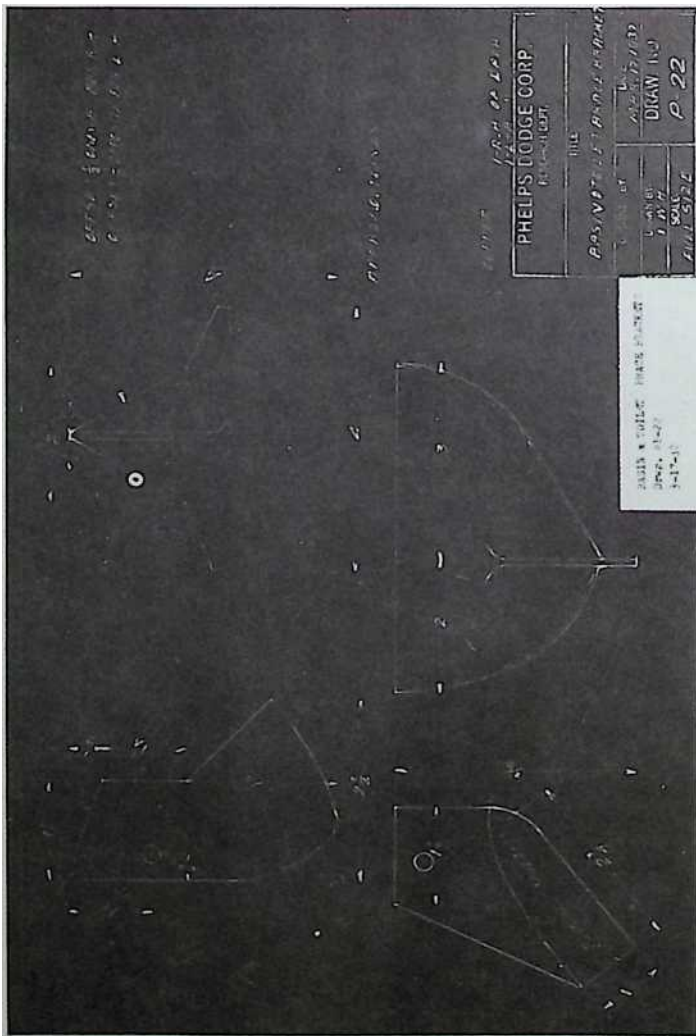


PHELPS DODGE CORP. RESEARCH DEPT.	
TITLE TOILET TANK BOTTOM	
DESIGNED BY M.S.	DATE 5/25/37
DRAWN BY P.V.	DRAWN IN P-21
SCALE 1/8" = 1"	

TOILET TANK, Bottom
 Urge. #P-21
 3-3-37







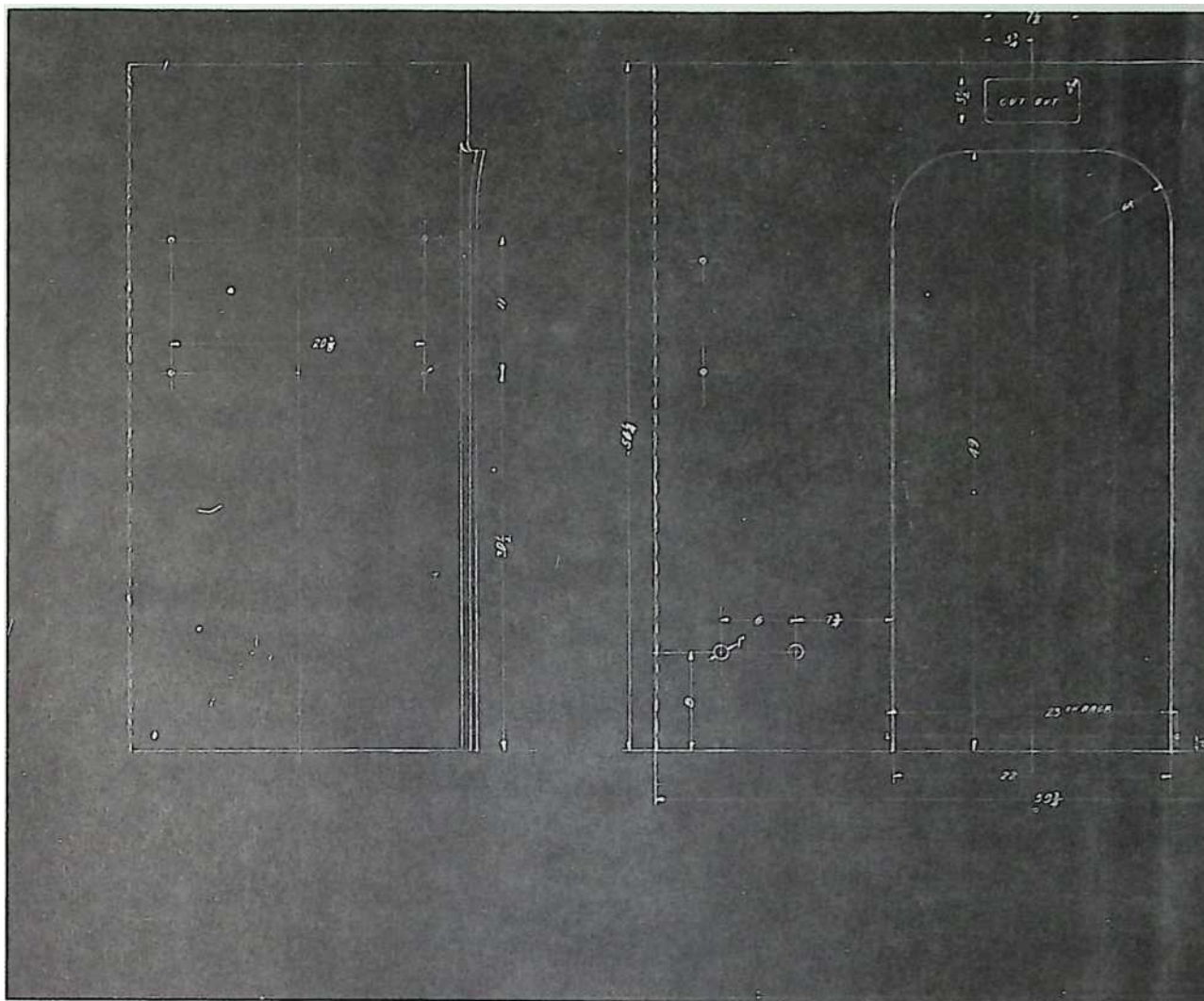
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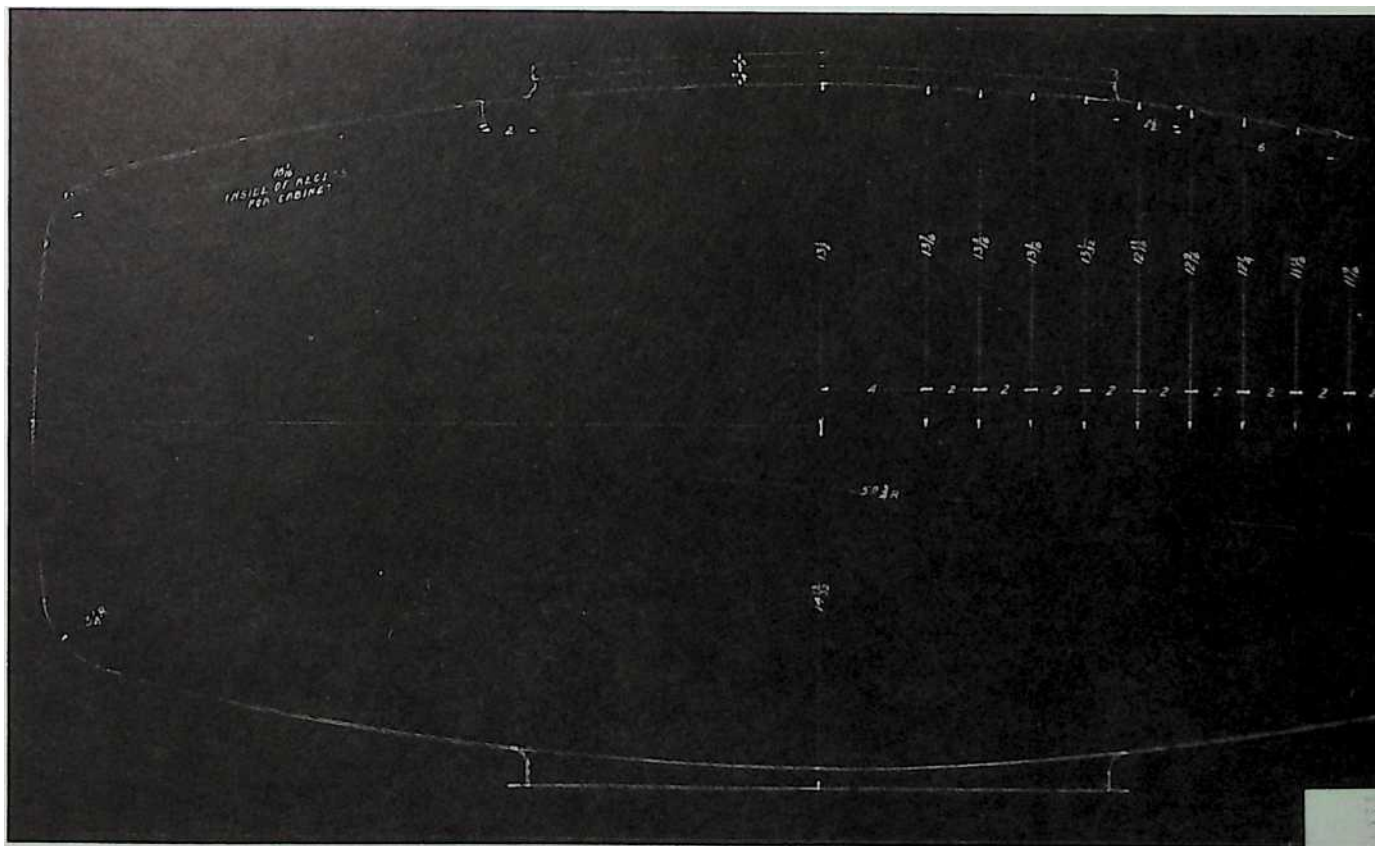
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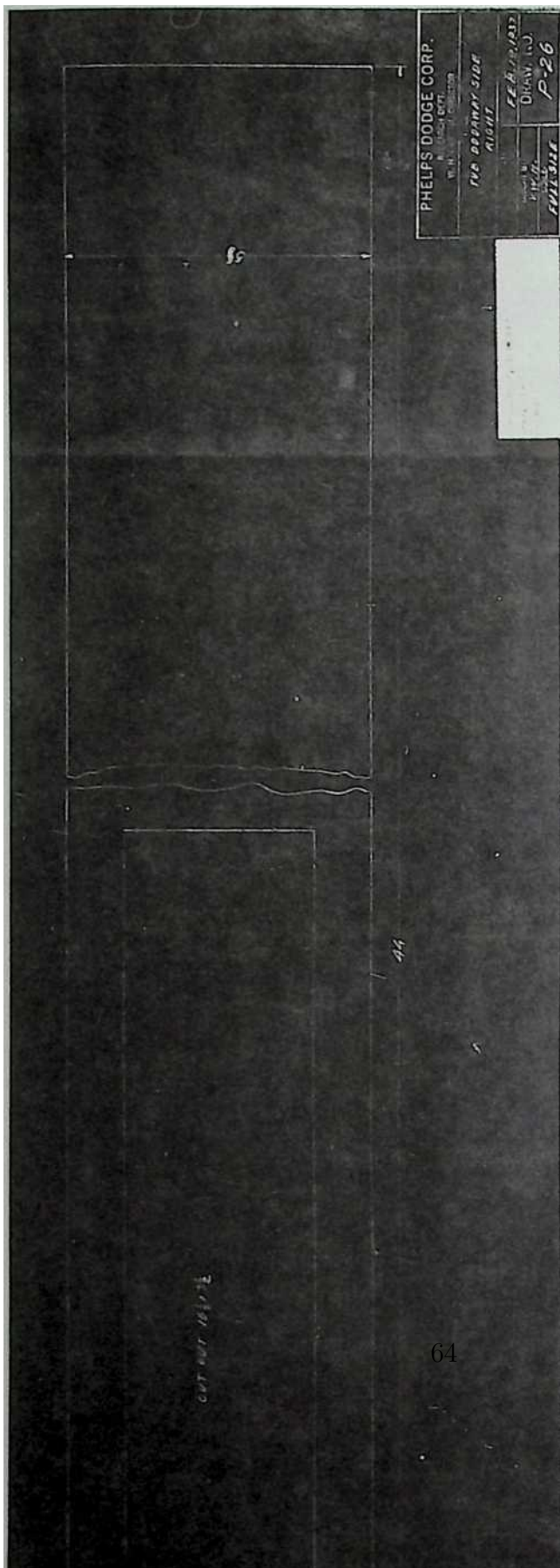
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PHELPS DODGE CORP.	
DETROIT, MICH.	
TITLE	
Piston	
DATE	NOV 17 1932
DESIGNED BY	DIAM 1.00
CHECKED BY	P. 22
SCALE	
FILE NO.	

JAMES W. GILLES, DRAWN BY
JAMES W. GILLES
3-17-32







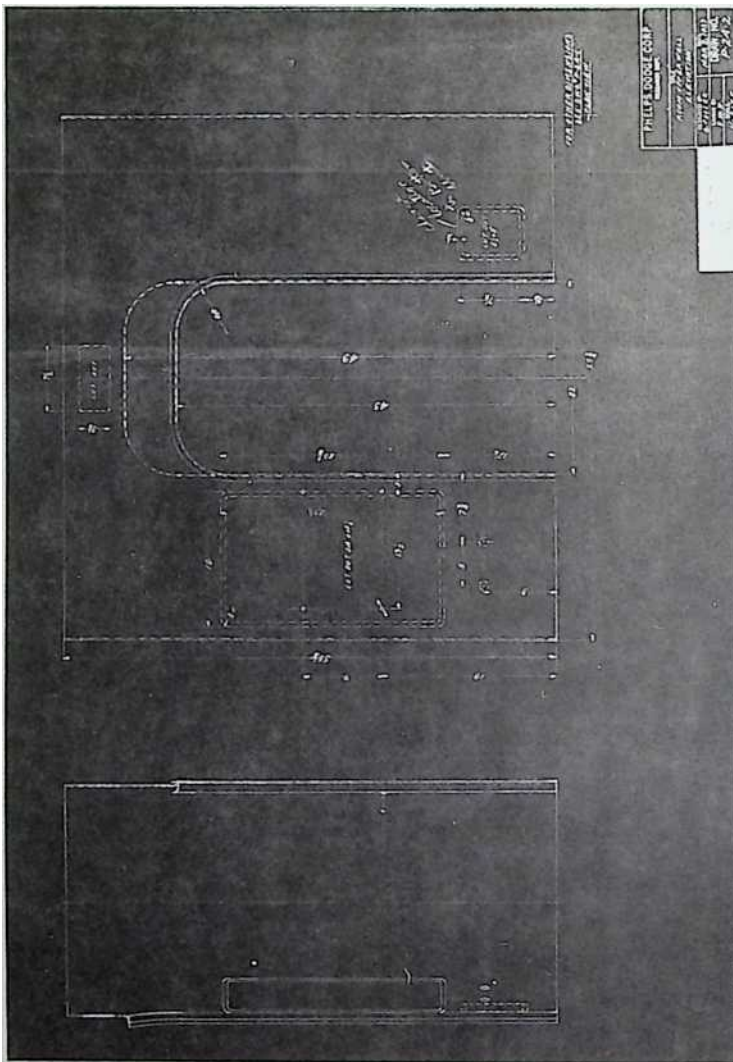
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110 N. LEXINGTON
CHICAGO, ILL. 60601

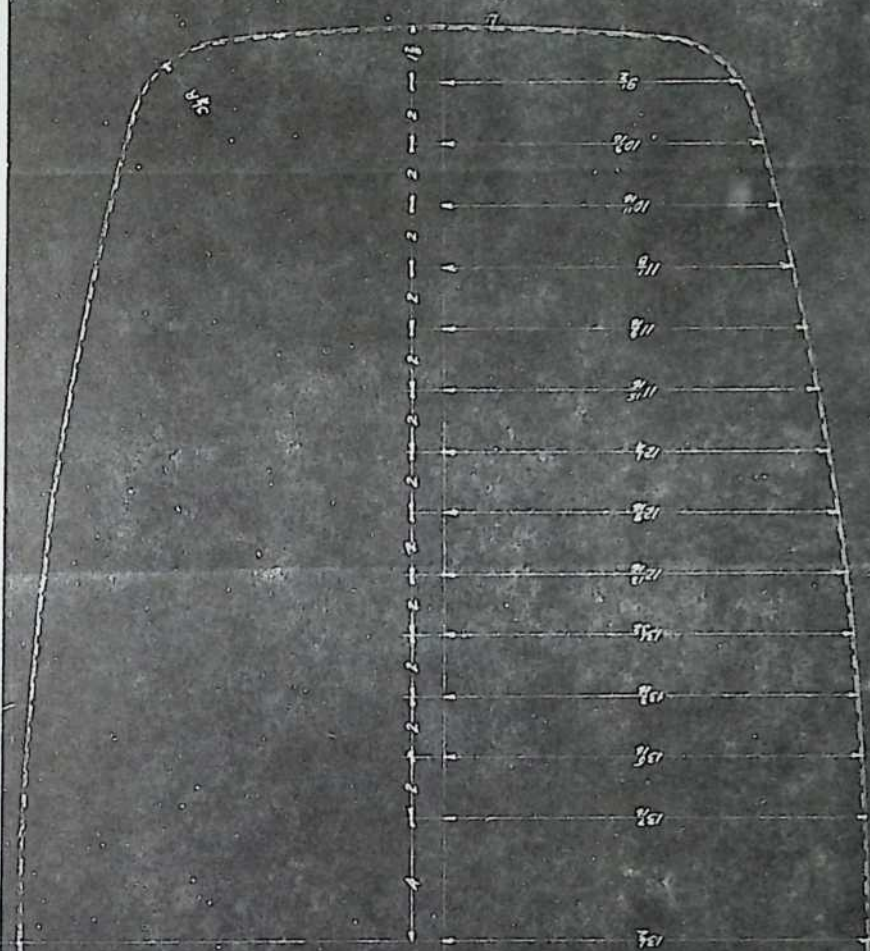
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1/26 1953	1/26 1953
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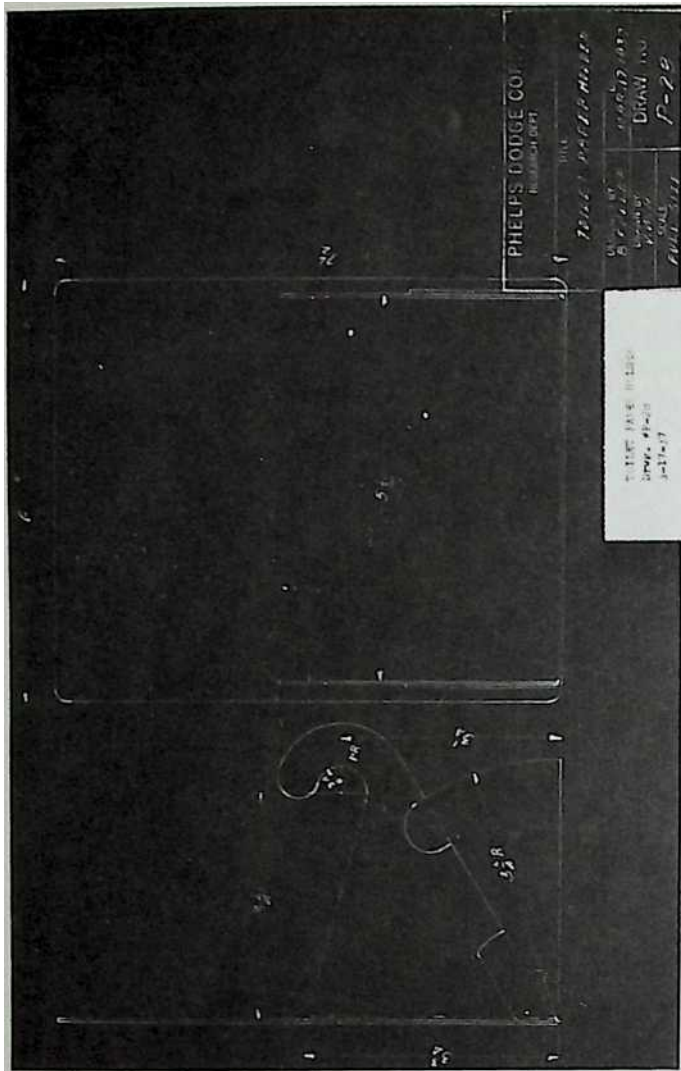
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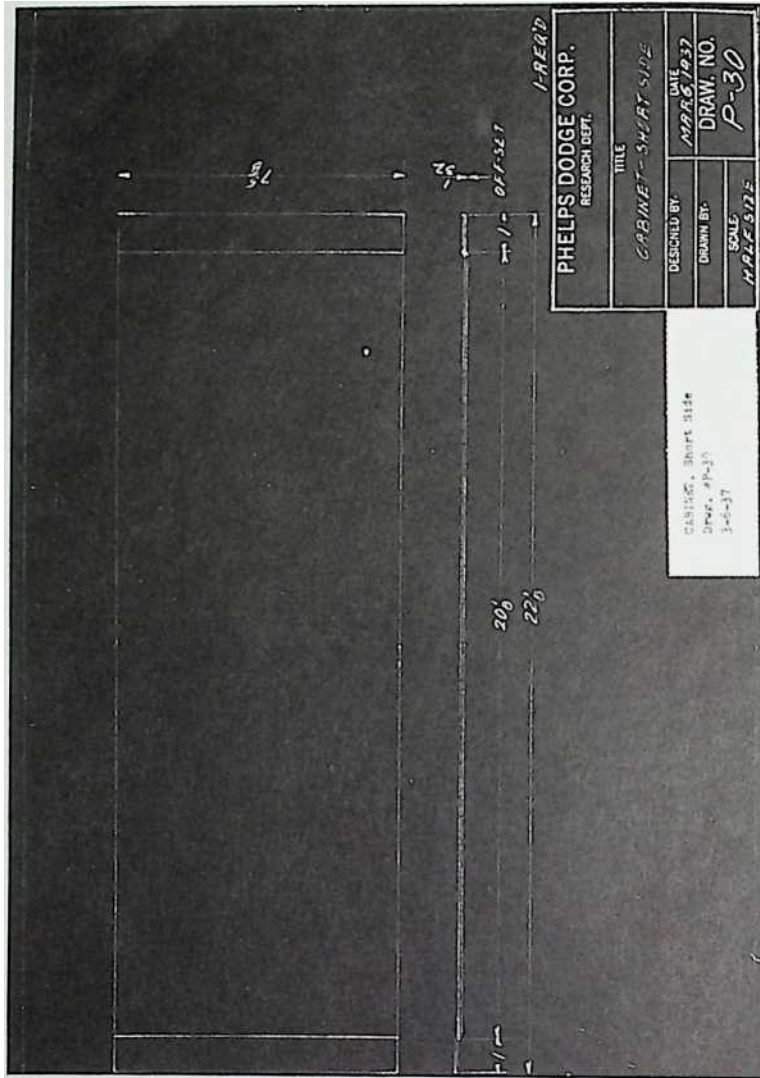


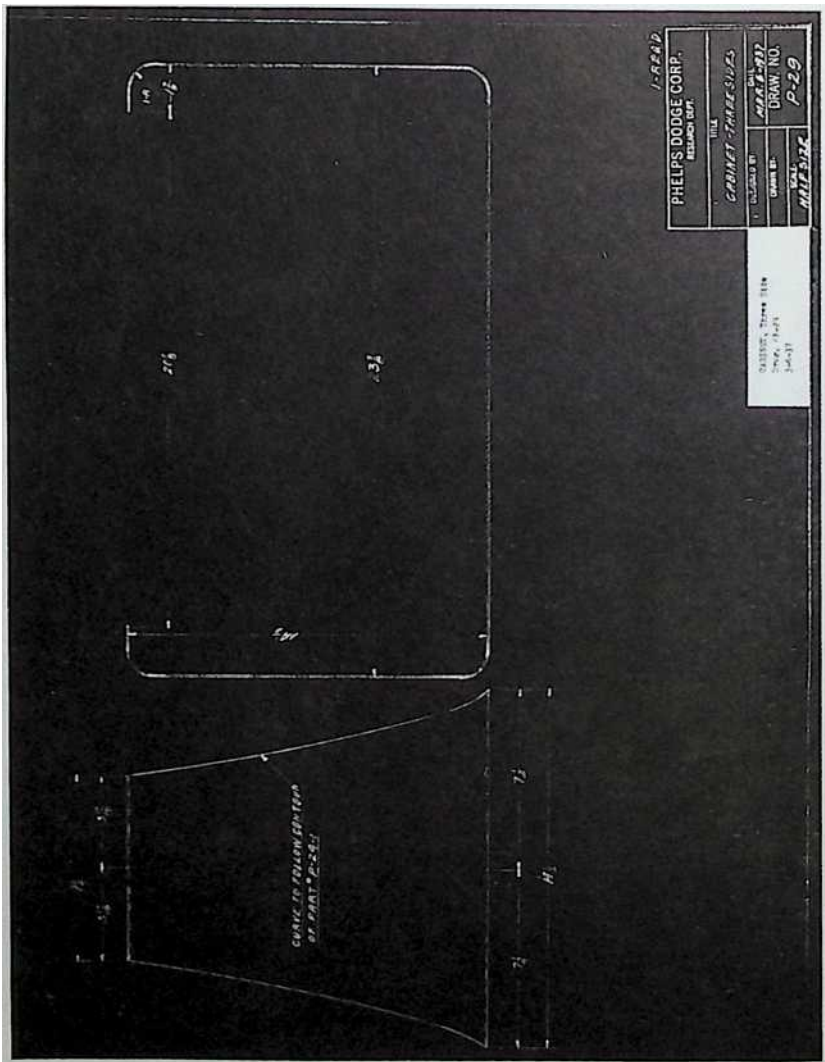
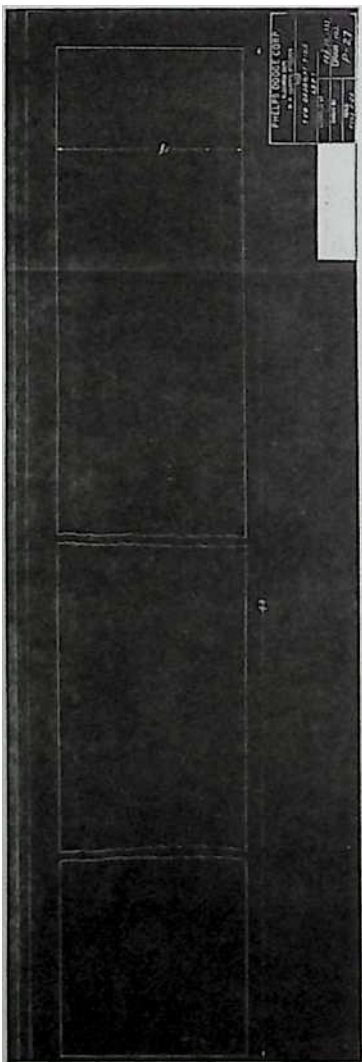


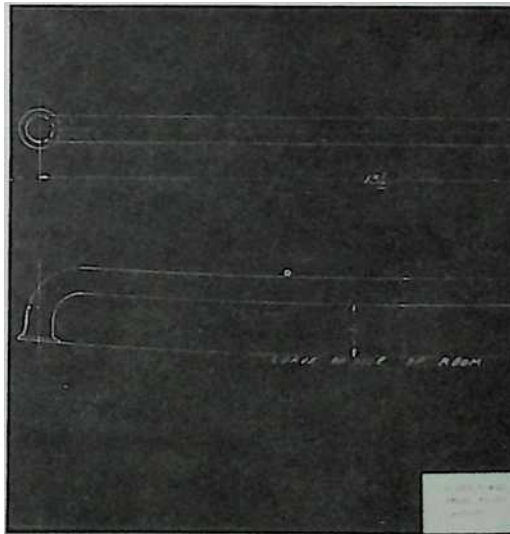
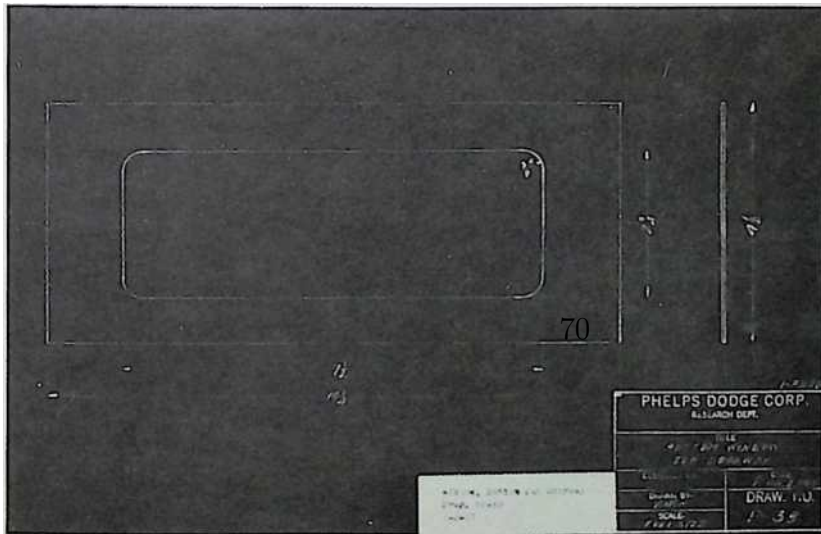
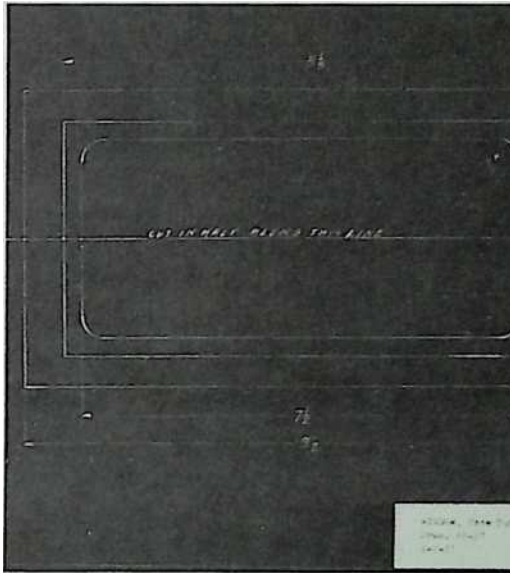
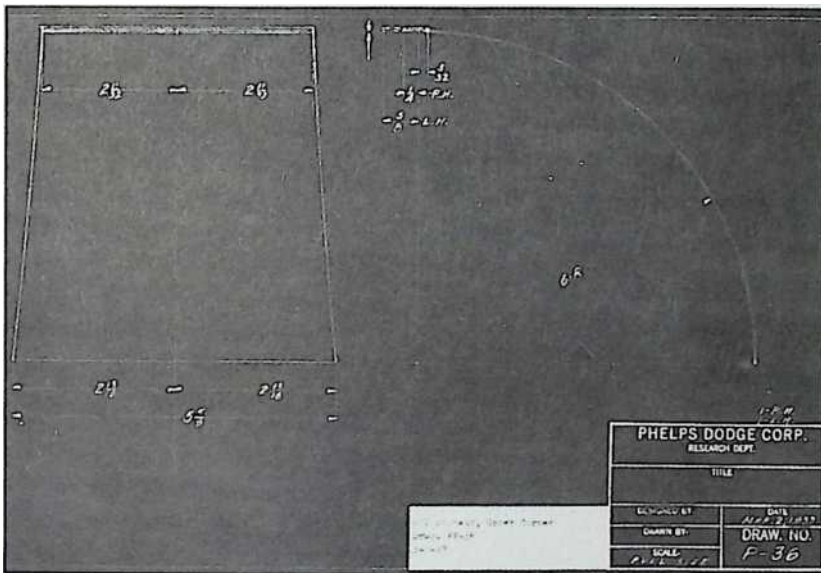
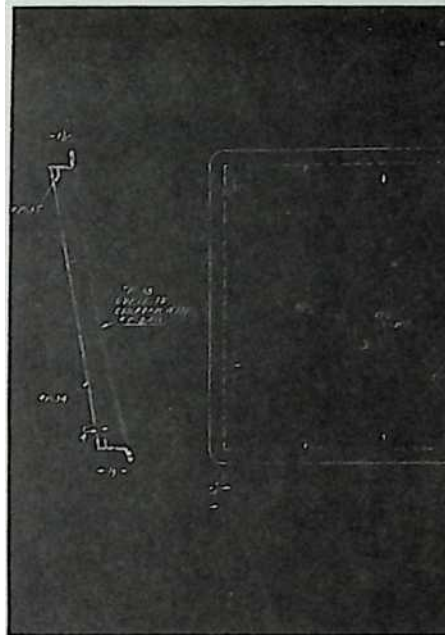
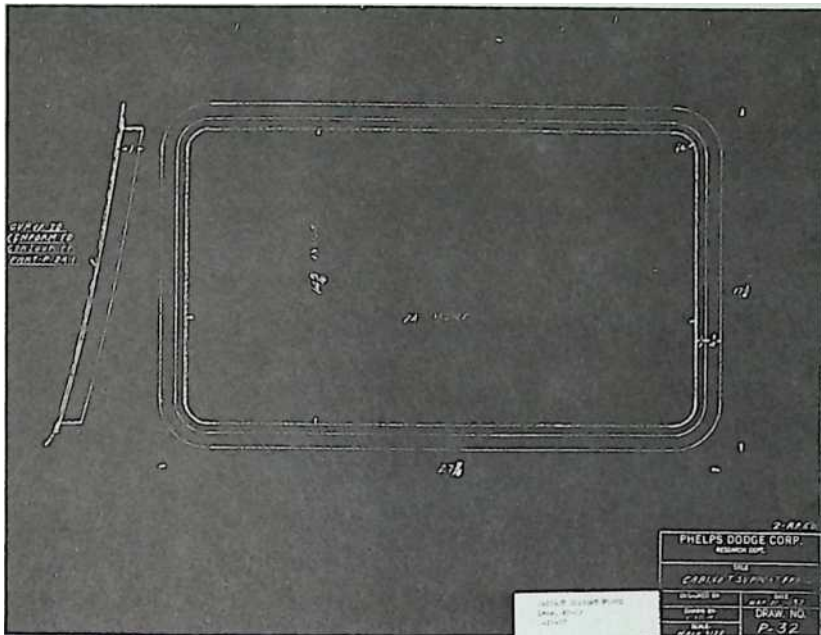
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 W. H. HARRIS, INC. 1927
 CLOTHING
 PRODUCTION DRAWING
 SIZE 34
 DRESS
 DRAWING NO. P-25

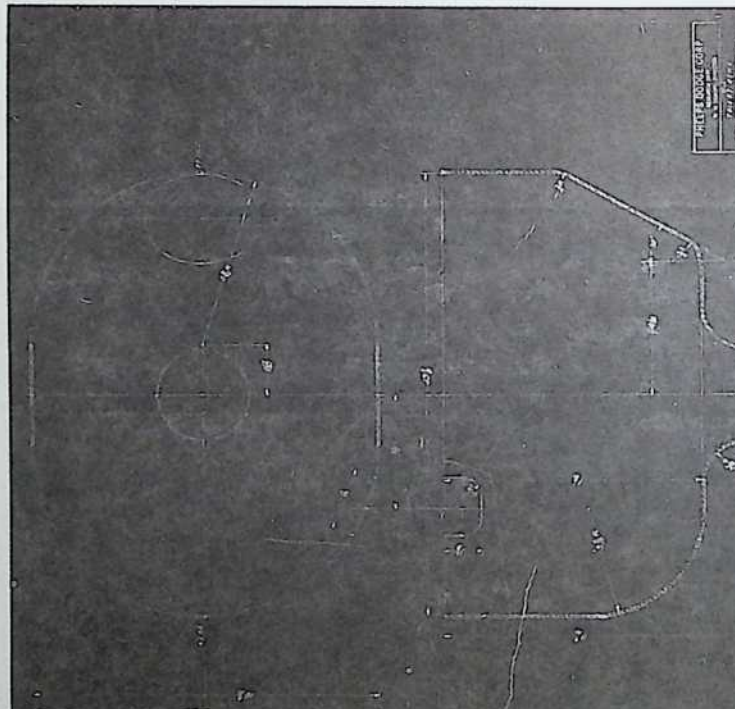
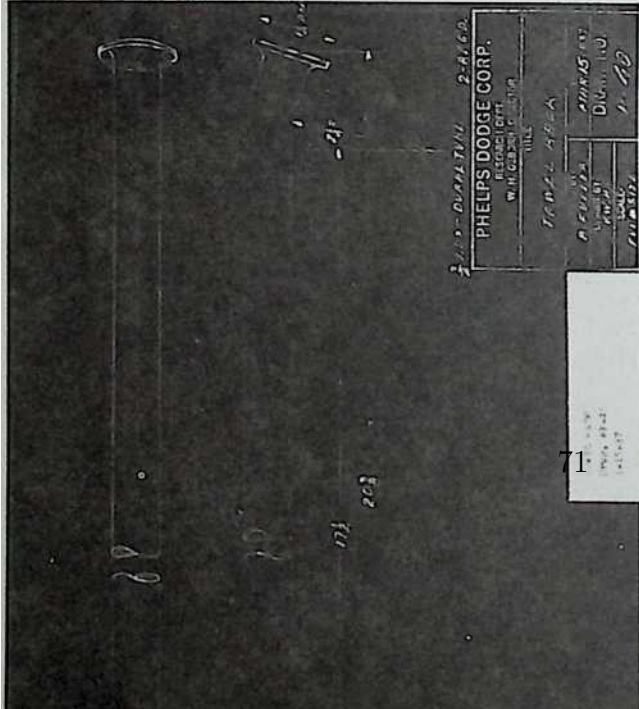
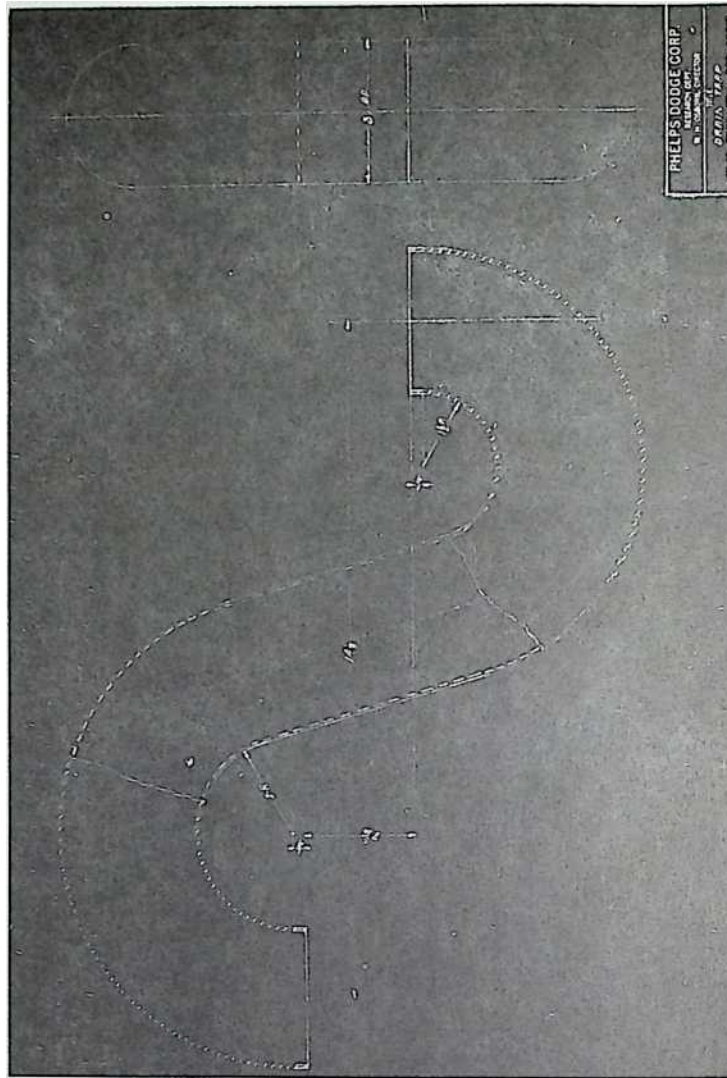
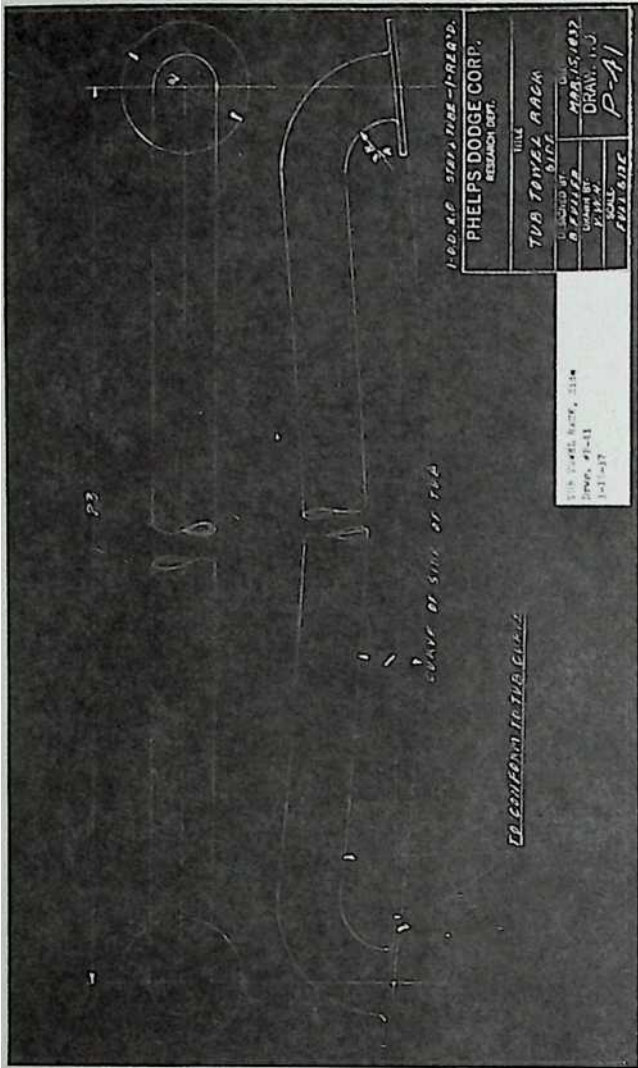
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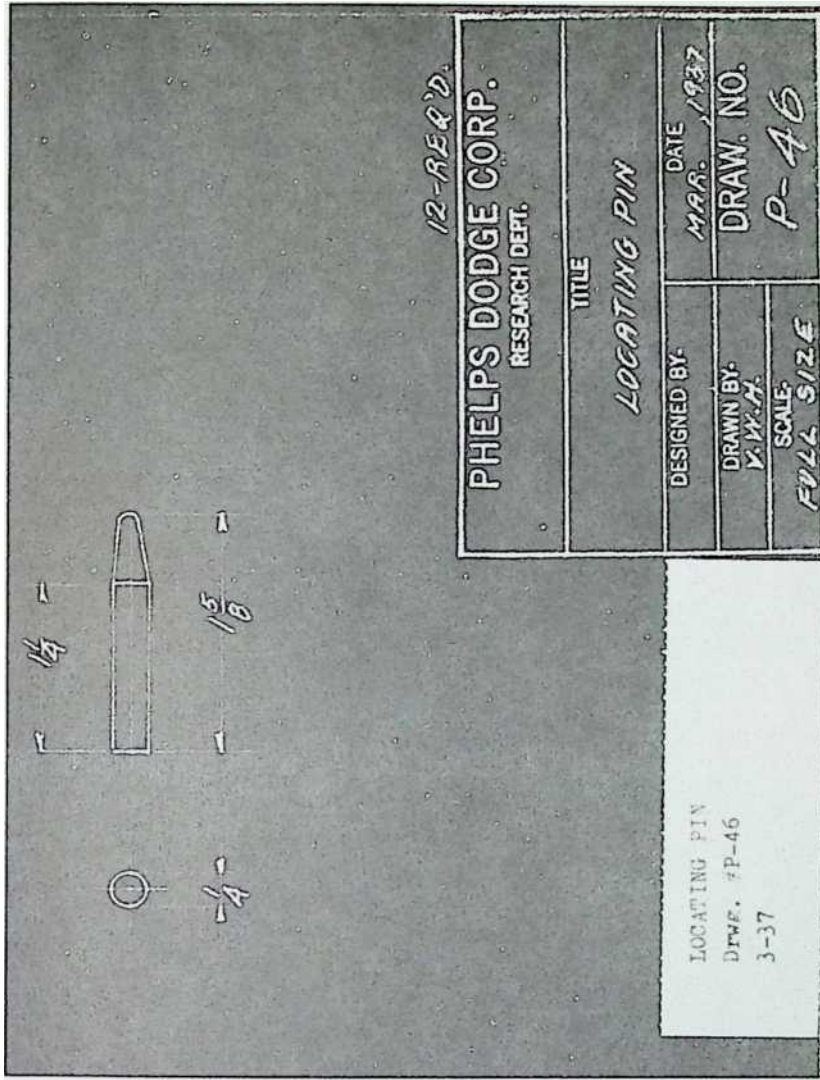
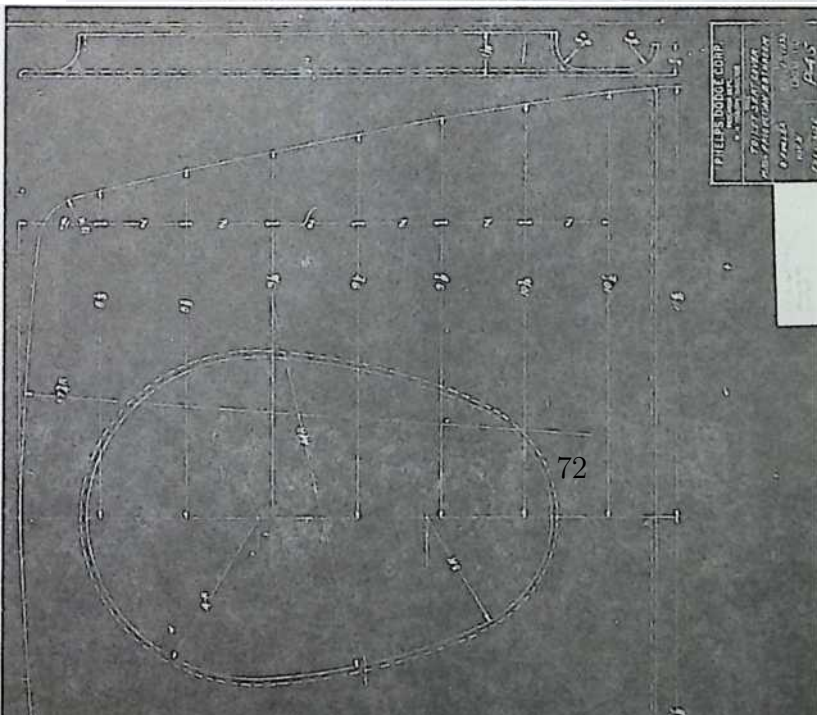




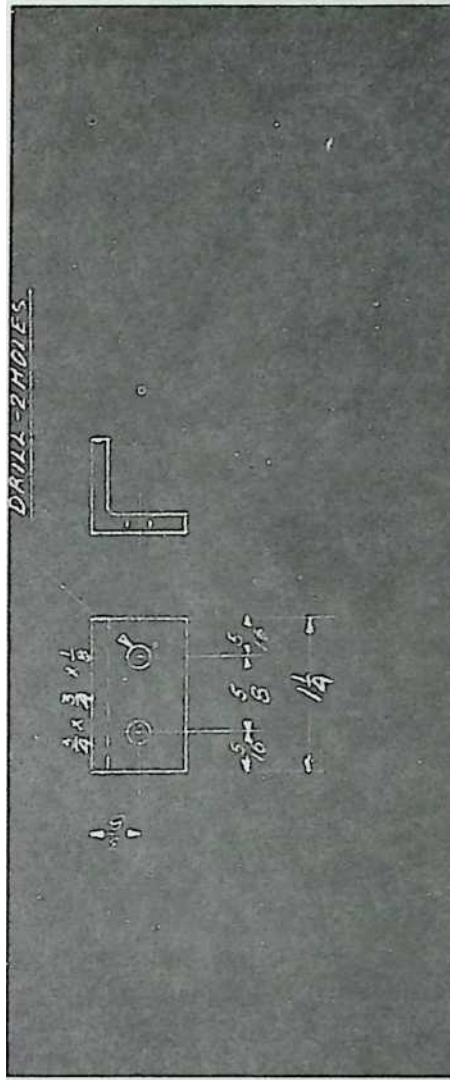


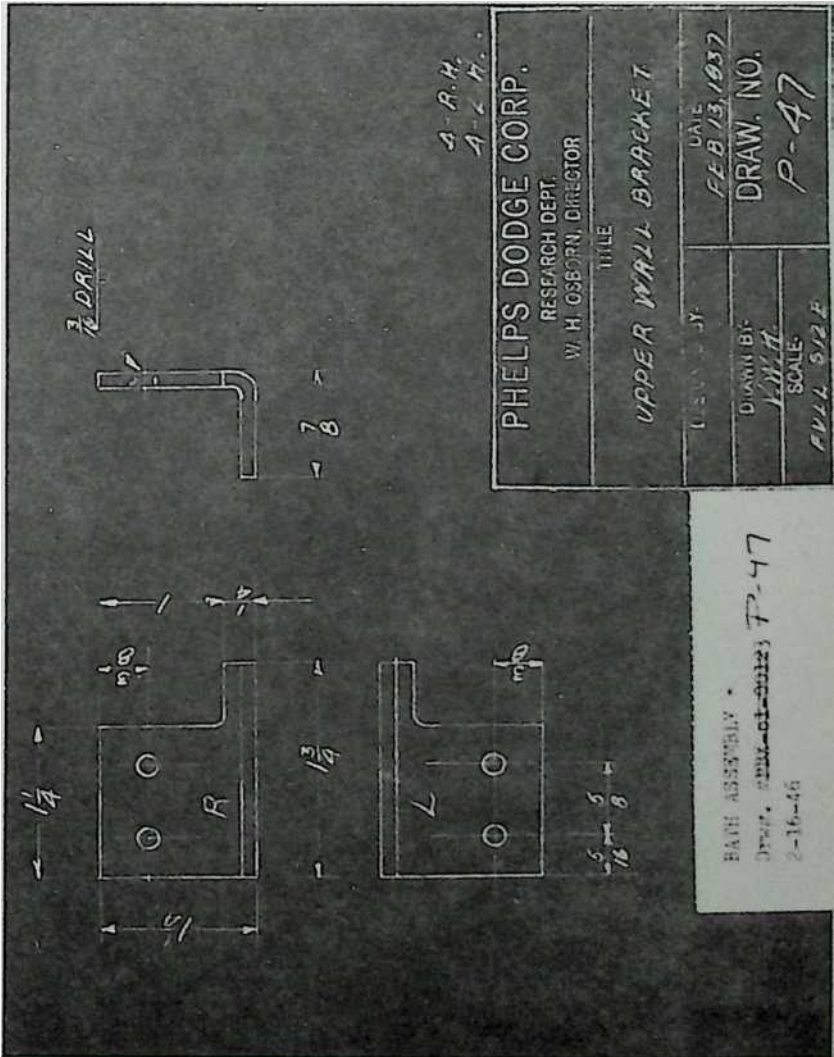






LOCATING PIN
 DWE. #P-46
 3-37

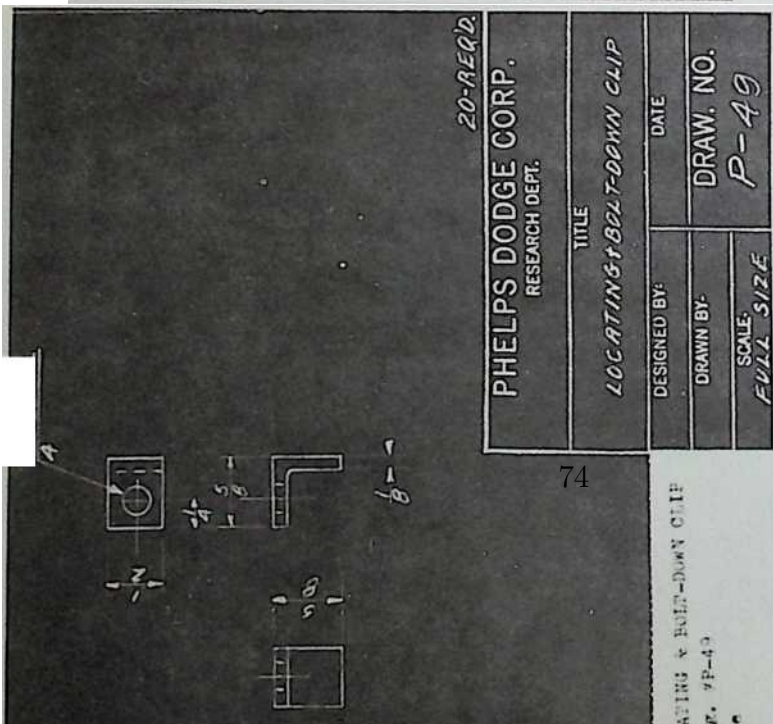




A. R. H.
A. L. H.

PHELPS DODGE CORP. RESEARCH DEPT. W. H. OSBORN, DIRECTOR		DATE FEB 13, 1937
TITLE UPPER WALL BRACKET		DRAW. NO. P-47
DESIGNED BY J. W. H.	SCALE FULL SIZE	

BATH ASSEMBLY
Draw. #100-01-0123 P-47
2-16-46



20-REQD.

PHELPS DODGE CORP.
RESEARCH DEPT.

TITLE
LOCATING & BOLT-DOWN CLIP

DESIGNED BY:

DATE

DRAWN BY:

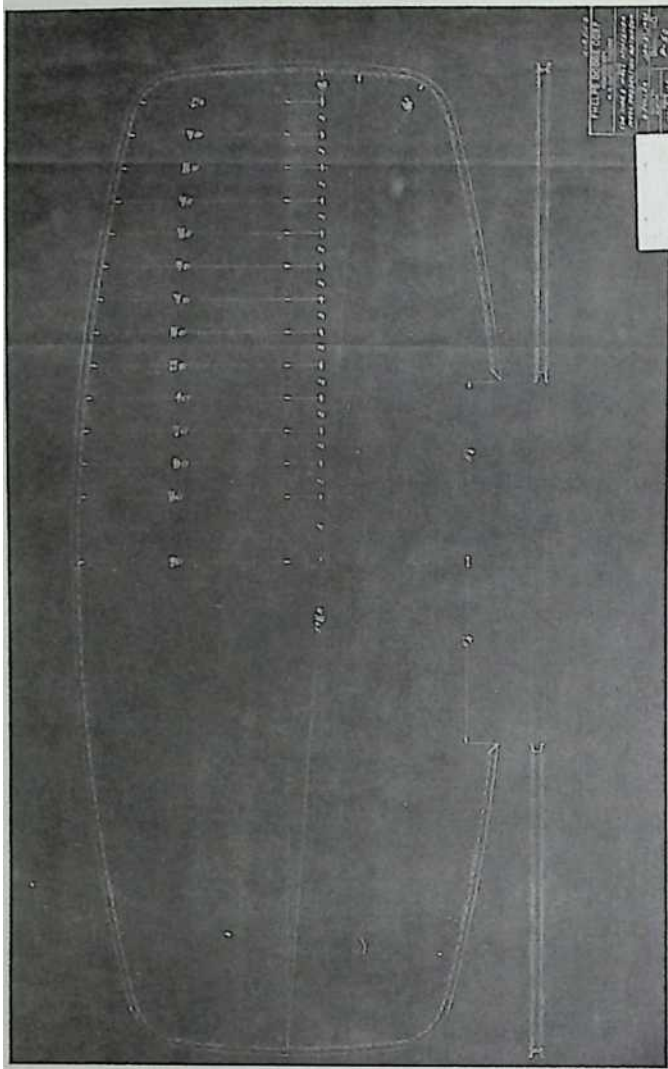
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P-49

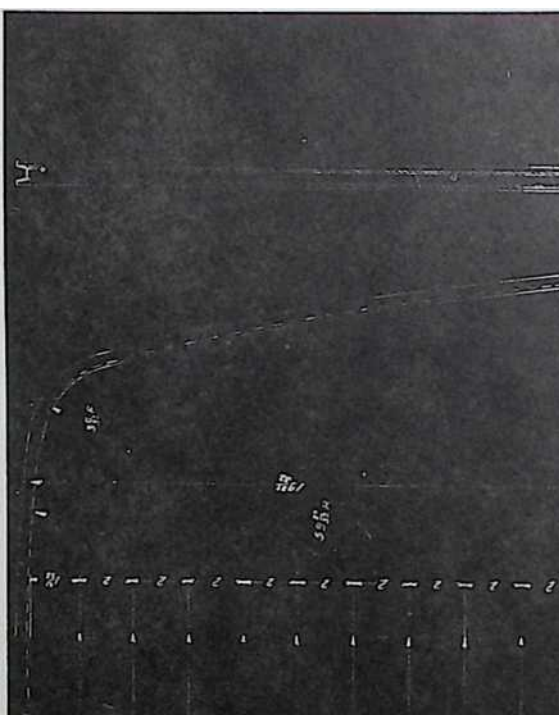
SCALE:
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74

LOCATING & BOLT-DOWN CLIP
P. 49-49



PHELPS DODGE CORP.
RESEARCH DEPT.



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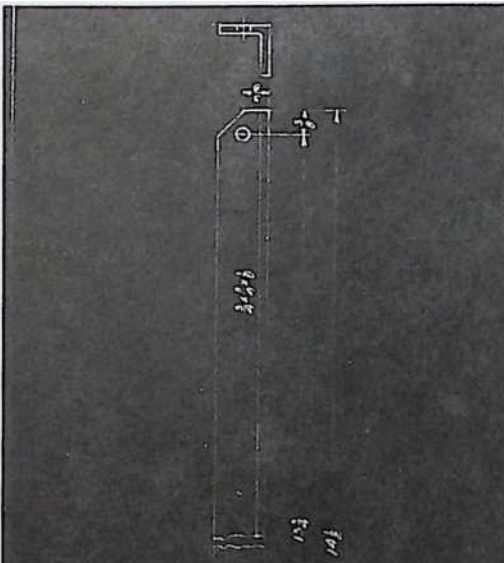
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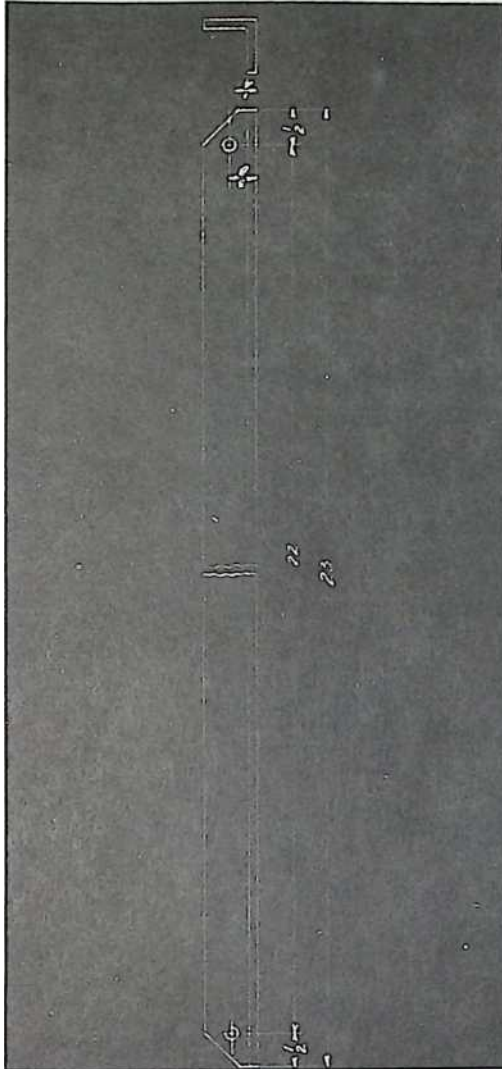
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PHELPS DODGE CORP.
 RESEARCH DEPT.
 W. H. LUDWIN, DIRECTOR
 TITLE
TOILET SEAT BRACE
 DESIGNED BY
 P. W. H. LUDWIN
 DATE
FEB. 15, 1937
 DRAW. NO.
P-53

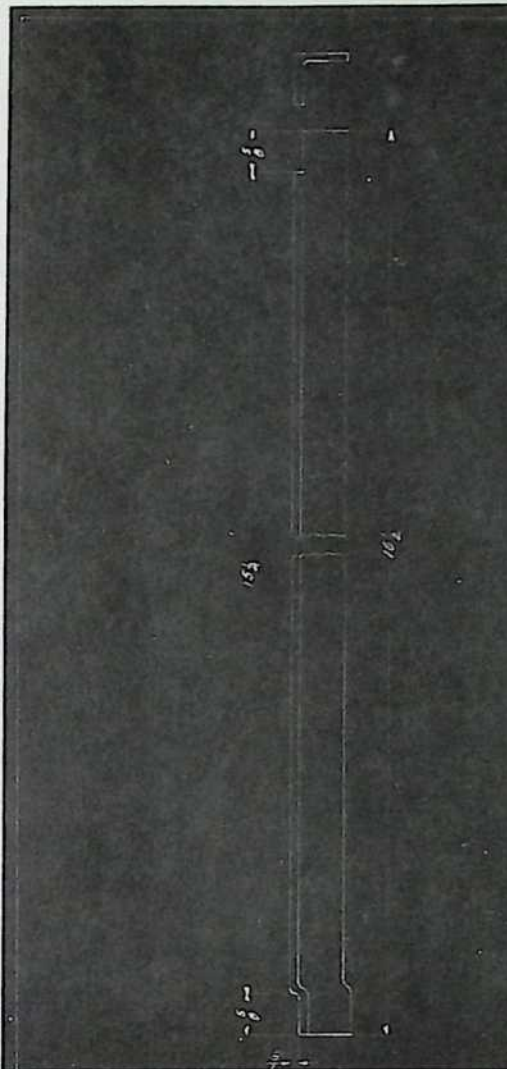
TOILET SEAT BRACE
 DRAW. NO. P-53
 DATE FEB. 15, 1937

75



PHELPS DODGE CORP.
 RESEARCH DEPT.
 W. H. LUDWIN, DIRECTOR
 TITLE
BASIN BRACE
 DESIGNED BY
 P. W. H. LUDWIN
 DATE
FEB. 15, 1937
 DRAW. NO.
P-54

BASIN BRACE
 DRAW. NO. P-54
 DATE FEB. 15, 1937

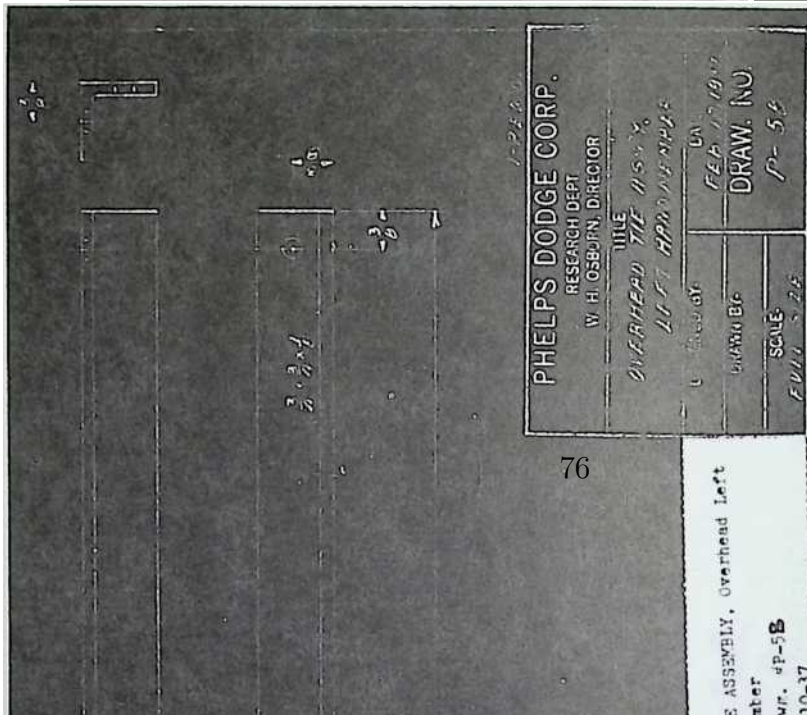


PHELPS DODGE CORP.
 RESEARCH DEPT.
 W. H. LUDWIN, DIRECTOR
 TITLE
TOILET SEAT BRACE
 DESIGNED BY
 P. W. H. LUDWIN
 DATE
FEB. 15, 1937
 DRAW. NO.
P-55

TOILET SEAT BRACE
 DRAW. NO. P-55
 DATE FEB. 15, 1937

PHELPS DODGE CORP.
 RESEARCH DEPT.
 W. H. LUDWIN, DIRECTOR
 TITLE
TOILET SEAT BRACE
 DESIGNED BY
 P. W. H. LUDWIN
 DATE
FEB. 15, 1937
 DRAW. NO.
P-54

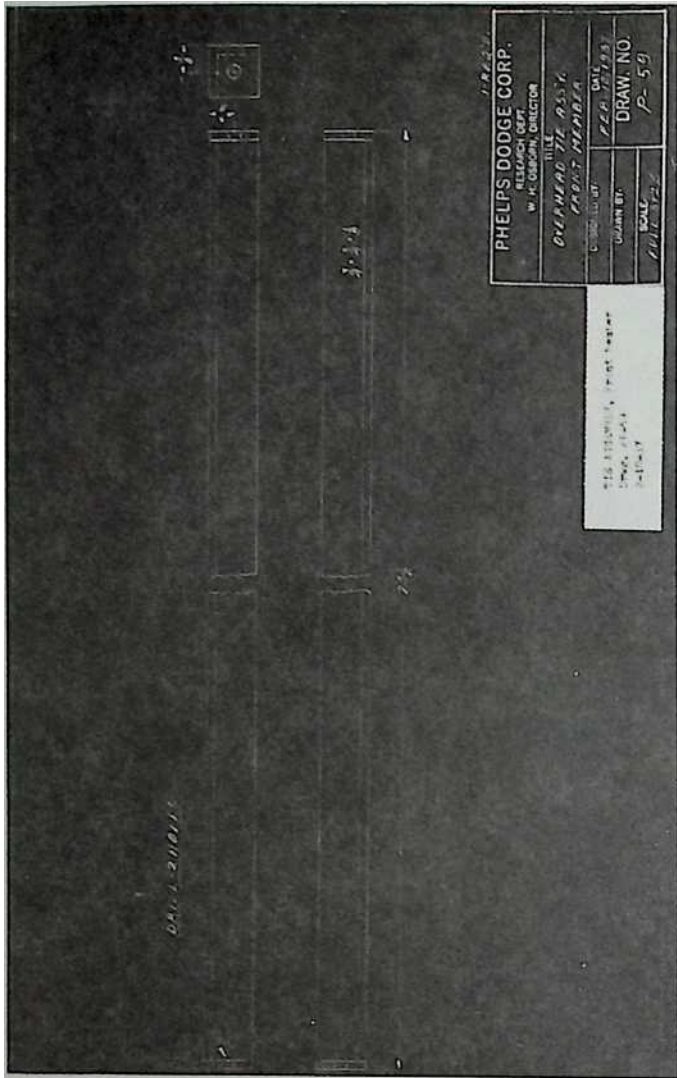
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 DRAW. NO. P-54
 DATE FEB. 15, 1937



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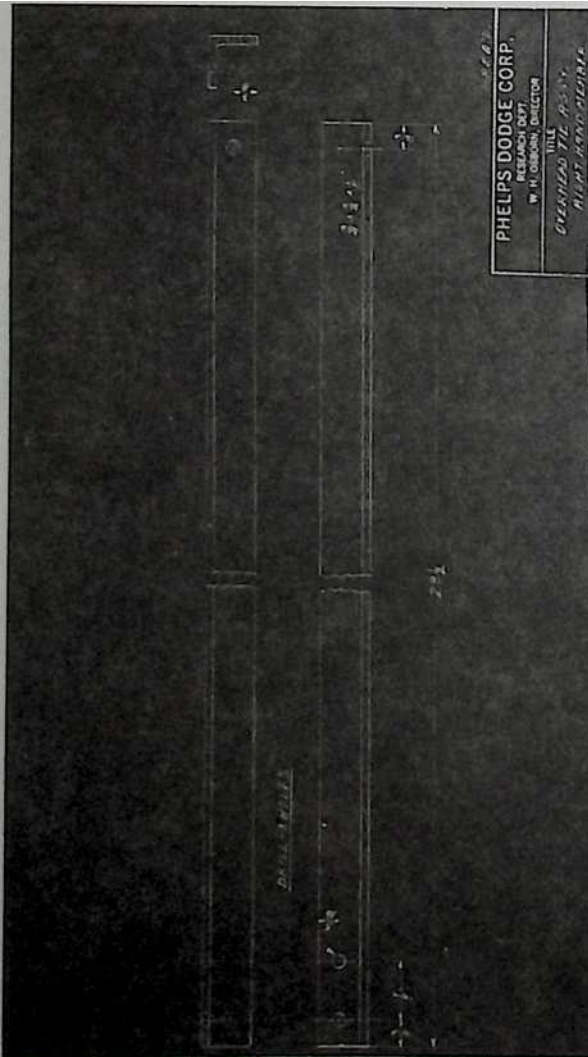
E ASSEMBLY, Overhead Left
 Date: 10-31-37
 Draw. No. 4P-5B

PHELPS DODGE CORP. RESEARCH DEPT. W. H. OSBORN, DIRECTOR	
TITLE OVERHEAD TIE 45% LEFT HAND VIEW	DATE FEB 17 1937
DESIGNED BY L. S. BERRY	DRAWN BY P. 54
SCALE FULL SIZE	DRAW. NO. P-54

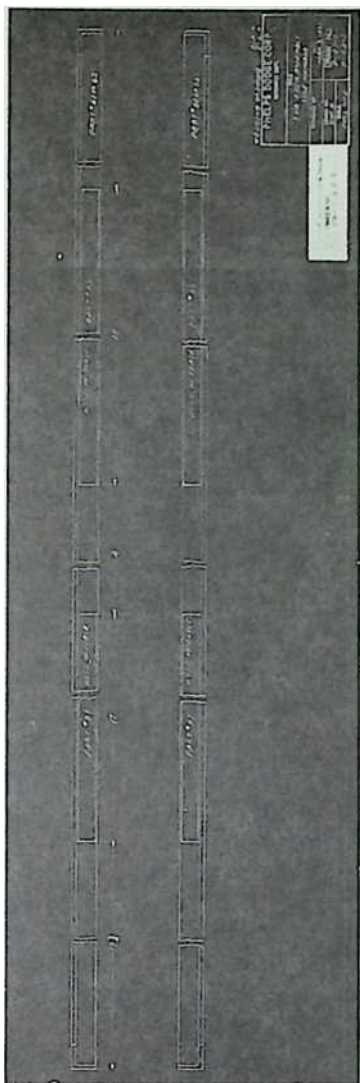


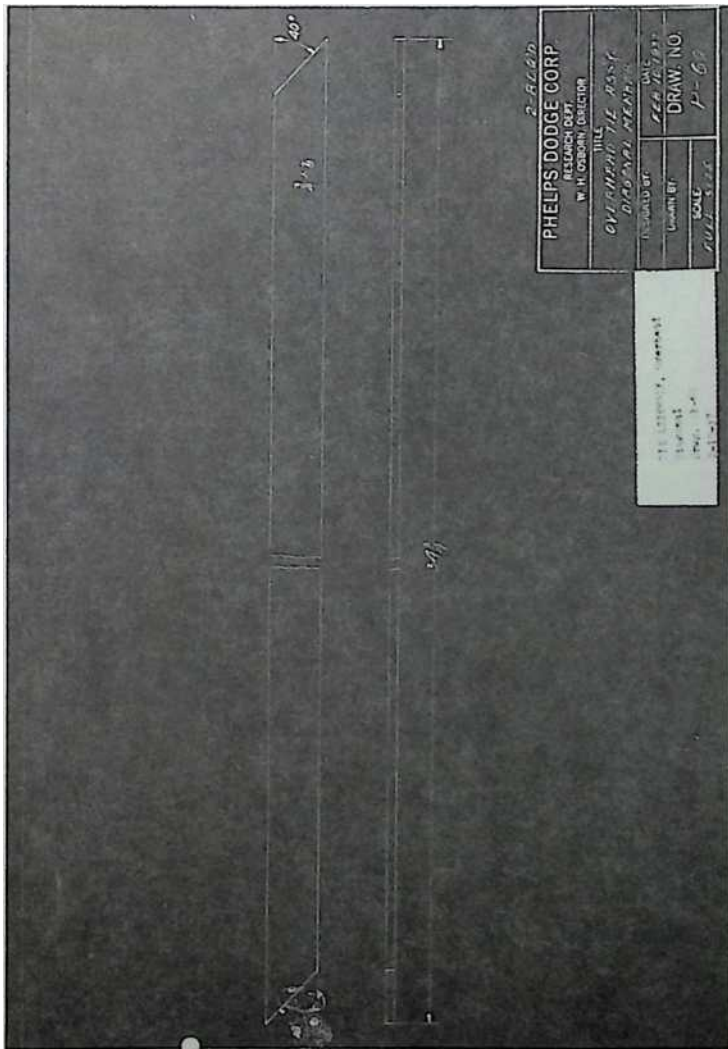
OVERHEAD TIE 45%
 DATE: 10-31-37
 DRAW. NO. 4P-5B

PHELPS DODGE CORP. RESEARCH DEPT. W. H. OSBORN, DIRECTOR	
TITLE OVERHEAD TIE 45% RIGHT HAND VIEW	DATE FEB 17 1937
DESIGNED BY L. S. BERRY	DRAWN BY P. 54
SCALE FULL SIZE	DRAW. NO. P-54



PHELPS DODGE CORP. RESEARCH DEPT. W. H. OSBORN, DIRECTOR	
TITLE OVERHEAD TIE 45% RIGHT HAND VIEW	DATE FEB 17 1937
DESIGNED BY L. S. BERRY	DRAWN BY P. 54
SCALE FULL SIZE	DRAW. NO. P-54

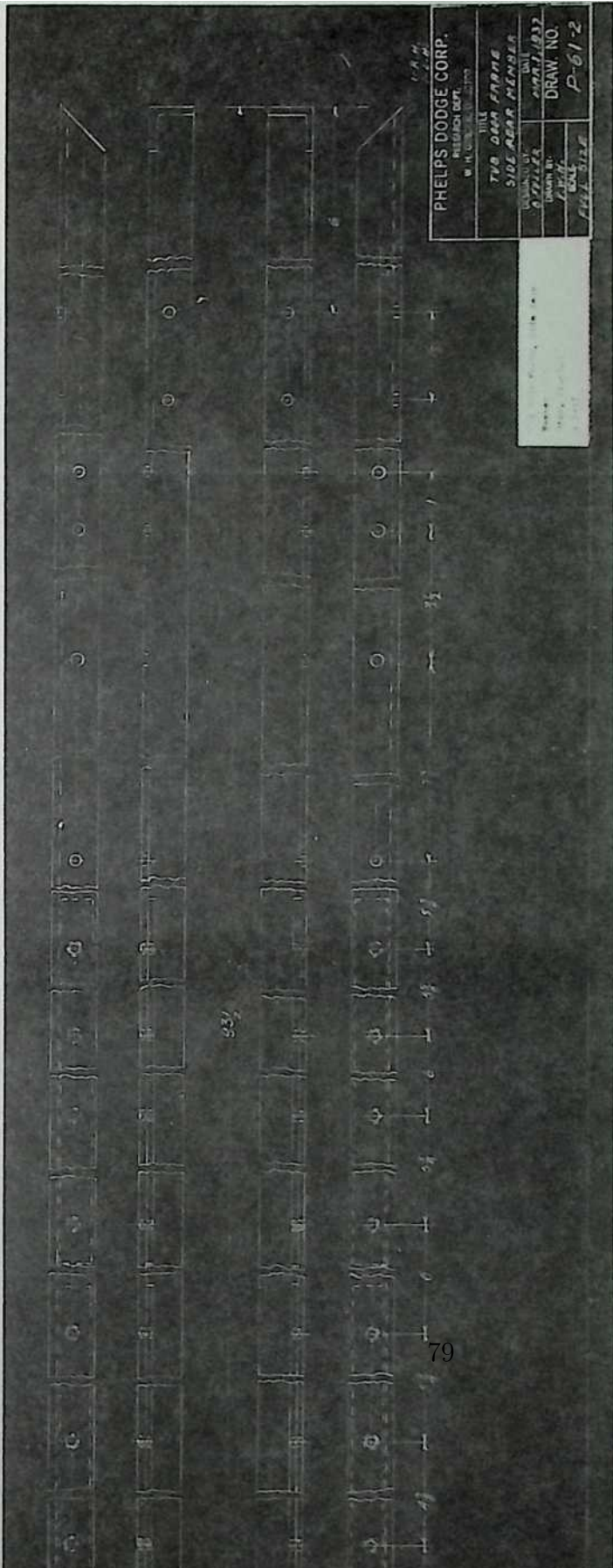




2-8660

PHELPS DODGE CORP RESEARCH DEPT. W. H. COBBIN, DIRECTOR	
TITLE <i>OVERHAUL TIE ASSY</i> <i>DISCORDAL MECH.</i>	
DRAWN BY <i>W. H. COBBIN</i>	DATE <i>7-24-1937</i>
CHECKED BY <i>W. H. COBBIN</i>	DRAW. NO. <i>1-63</i>
SCALE <i>AS SHOWN</i>	

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1 1/2

PHELPS DODGE CORP.
 PHELSON DEPT.
 W. H. C. 100
 MILWAUKEE
 THIS DRAWING
 SIDE GEAR FRAME
 MADE BY
 PHELPS DODGE CORP.
 DRAWN BY
 L. B. G.
 DATE
 APRIL 1932
 DRAW. NO.
 P-61-2



CUTTING DRAWING A-1150
PHELPS DODGE CORP.
 RESEARCH DEPT.

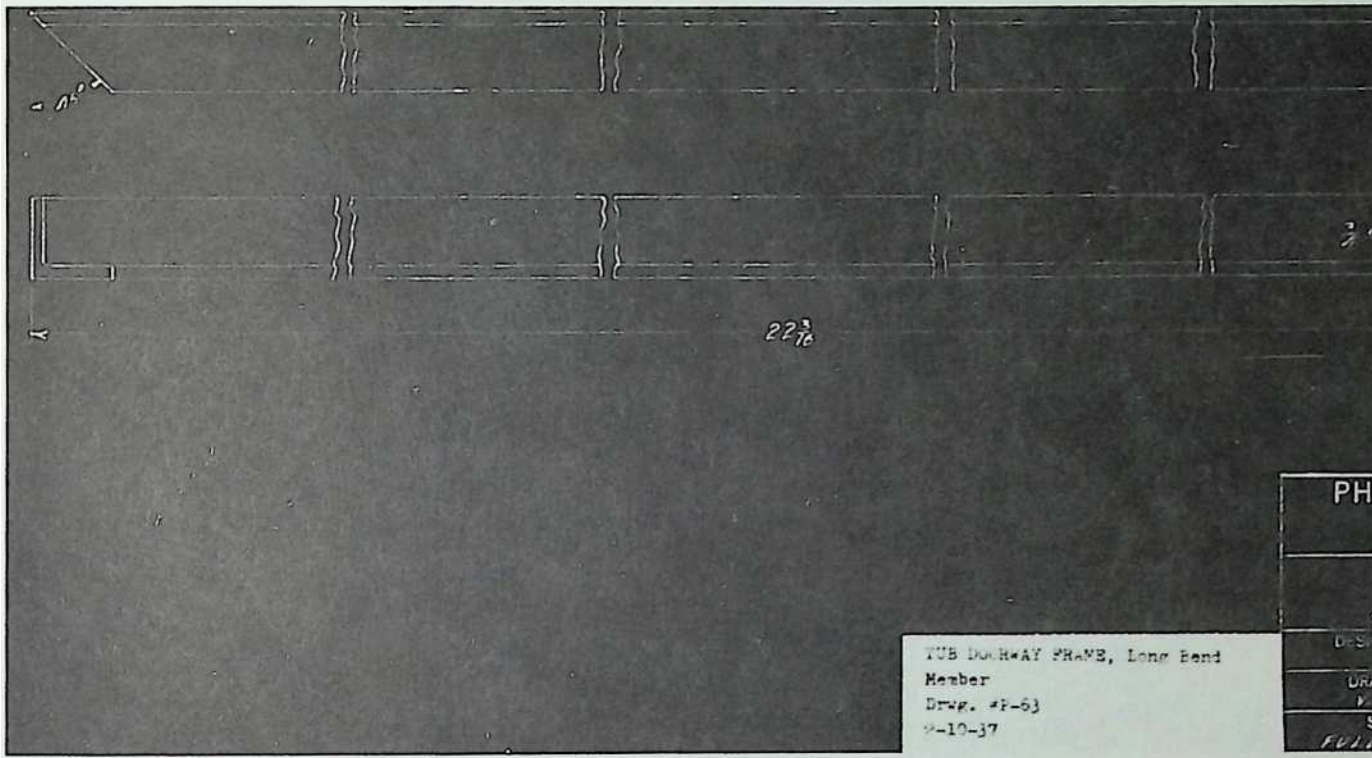
TITLE	TRUCK REAR ASSEMBLY
DESIGNED BY	W. M. W.
CHECKED BY	W. M. W.
DATE	MAR. 3, 1932
DRAW. NO.	10-11
SCALE	P-12

3/3/32

PHELPS DODGE CORP.
 RESEARCH DEPT.

TITLE	TRUCK REAR ASSEMBLY
DESIGNED BY	W. M. W.
CHECKED BY	W. M. W.
DATE	MAR. 3, 1932
DRAW. NO.	10-11
SCALE	P-12

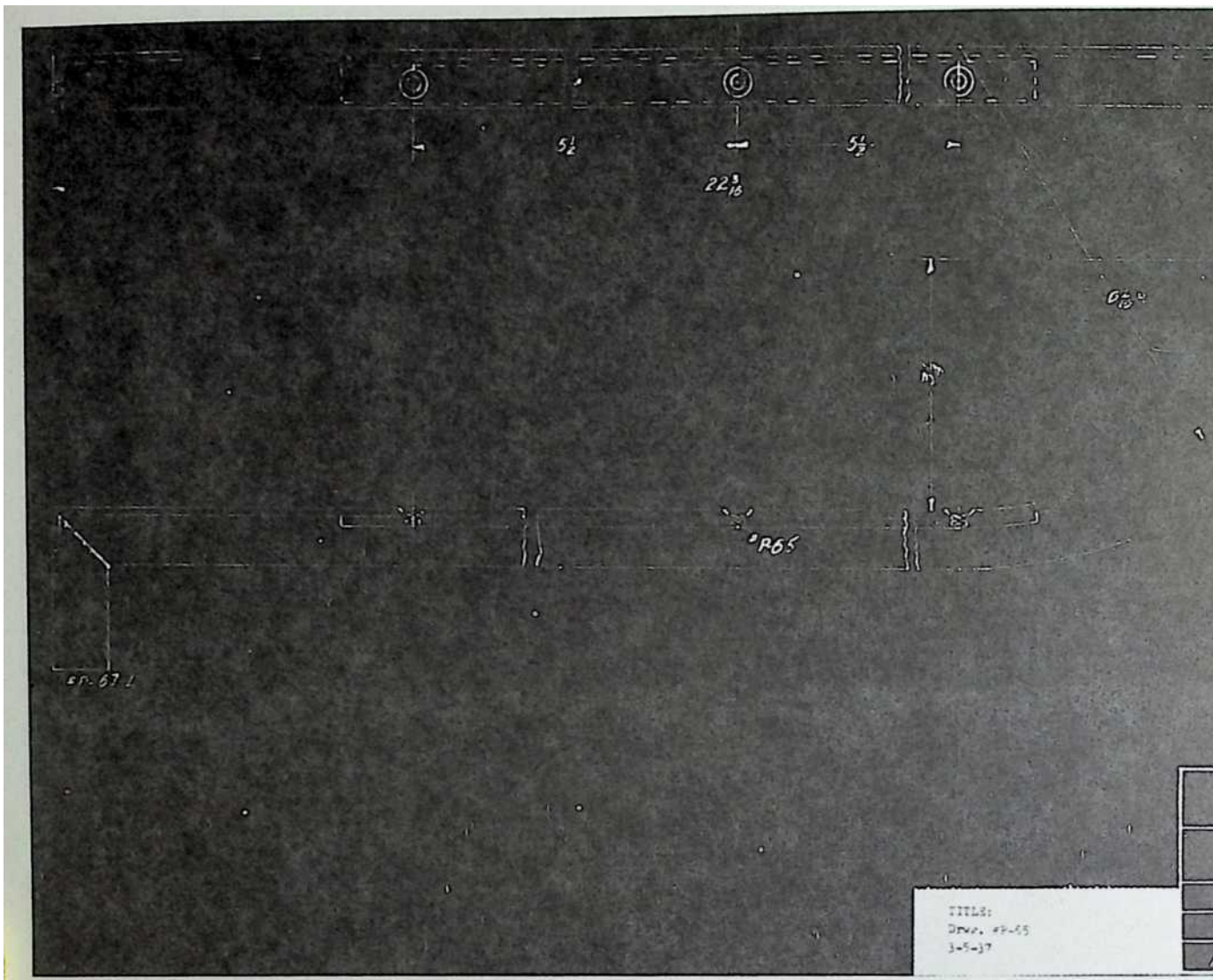
126





TUB DOOR FRAME, Short Bevel
 Member
 Drwg. #P-64
 2-10-37

PHELP
W. H.
TUB SHORT
DESIGNED BY
DRAWN BY W. H.
SCALE FULL SIZE



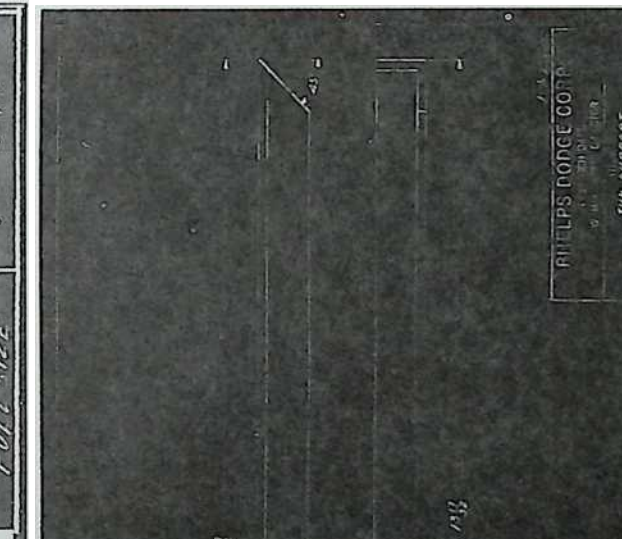
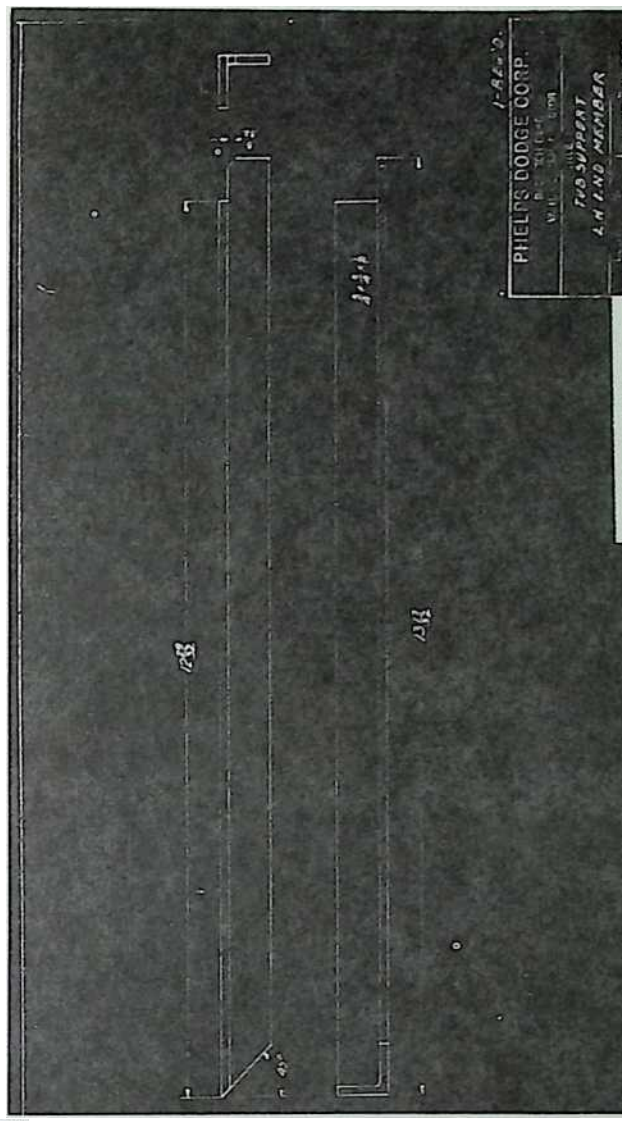
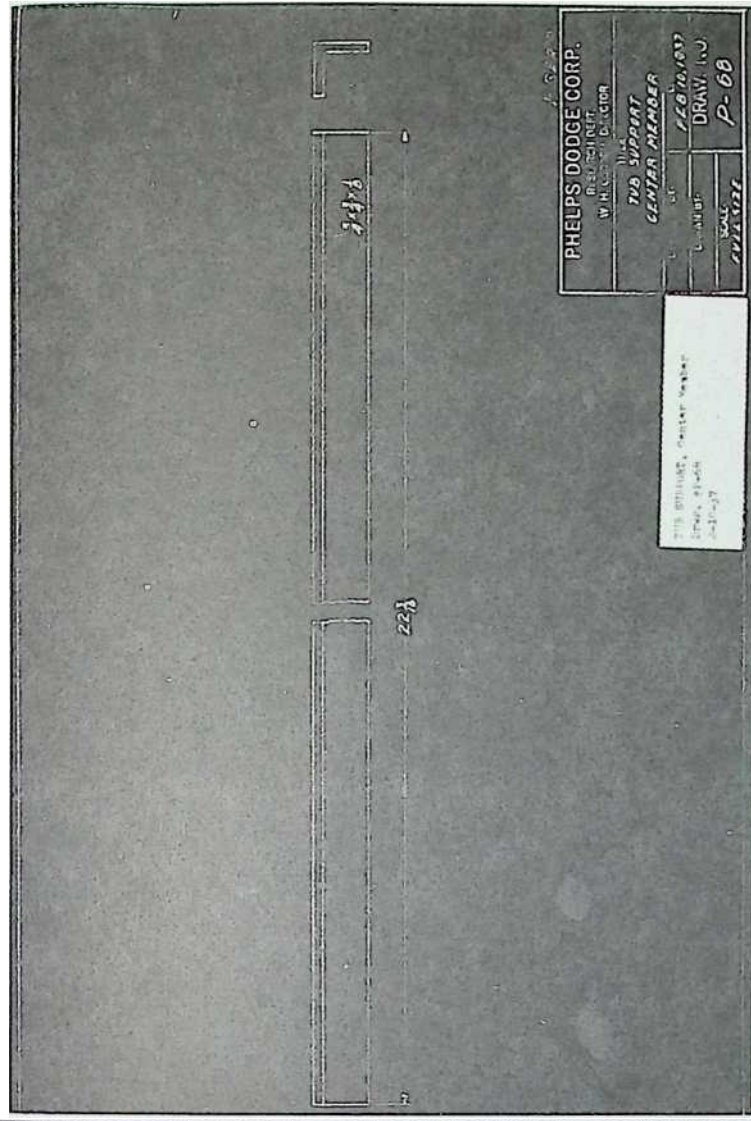


TUB DOORWAY, Frame Side Member
Drwg. #P-66
2-16-37

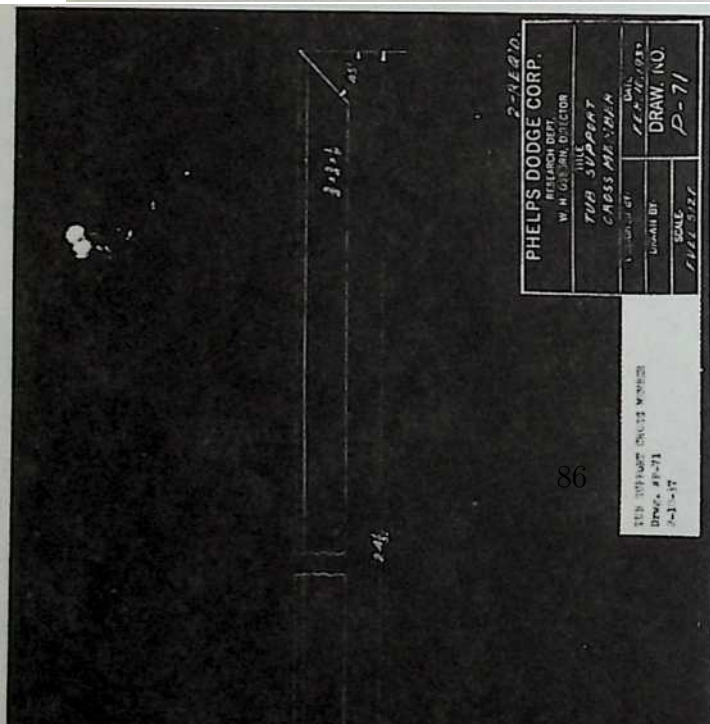
PHELPS DO
RESEAR
W. H. OSBO
TUB DOOR
SIDE T
DESIGNED BY-
DRAWN BY-
V. W. H.
SCALE-
FULL SIZE



PHILIPS DODGE CORP. RESEARCH DEPT.	
TITLE <i>END-CROSSMEMBERS</i>	
DESIGNED BY V.W.H.	DATE MAR-5, 1937
DRAWN BY V.W.H.	DRAW. NO. P-67
SCALE FULL SIZE	



PHILIPS DODGE CORP. RESEARCH DEPT.	
TITLE <i>END-CROSSMEMBERS</i>	
DESIGNED BY V.W.H.	DATE MAR-5, 1937
DRAWN BY V.W.H.	DRAW. NO. P-67
SCALE FULL SIZE	



2-REQ'D.

PHELPS DODGE CORP.
 RESEARCH DEPT.
 W. H. OSBORN, DIRECTOR

TITLE
 TUB SUPPORT
 CASS MEYER

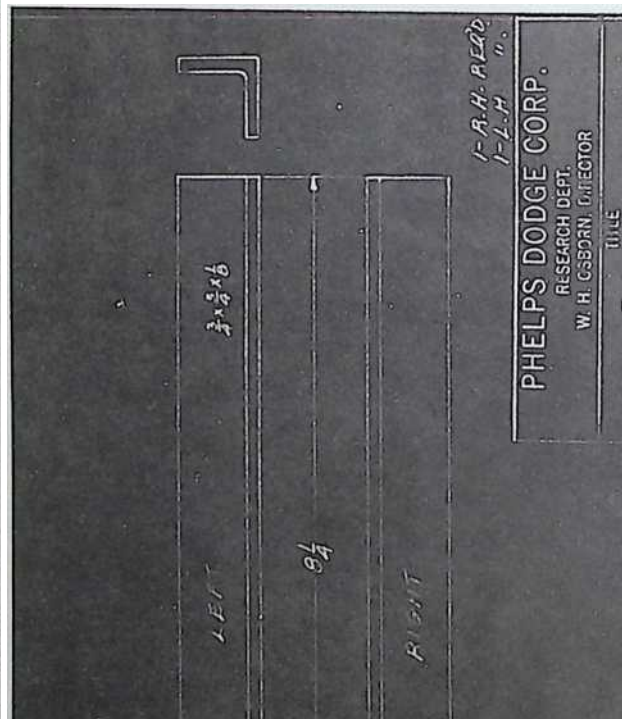
DATE
 FEB. 10, 1937

DRAW. NO.
 P-71

SCALE
 FULL SIZE

TUB SUPPORT, Back Leg
 Draw. #1-71
 2-10-37

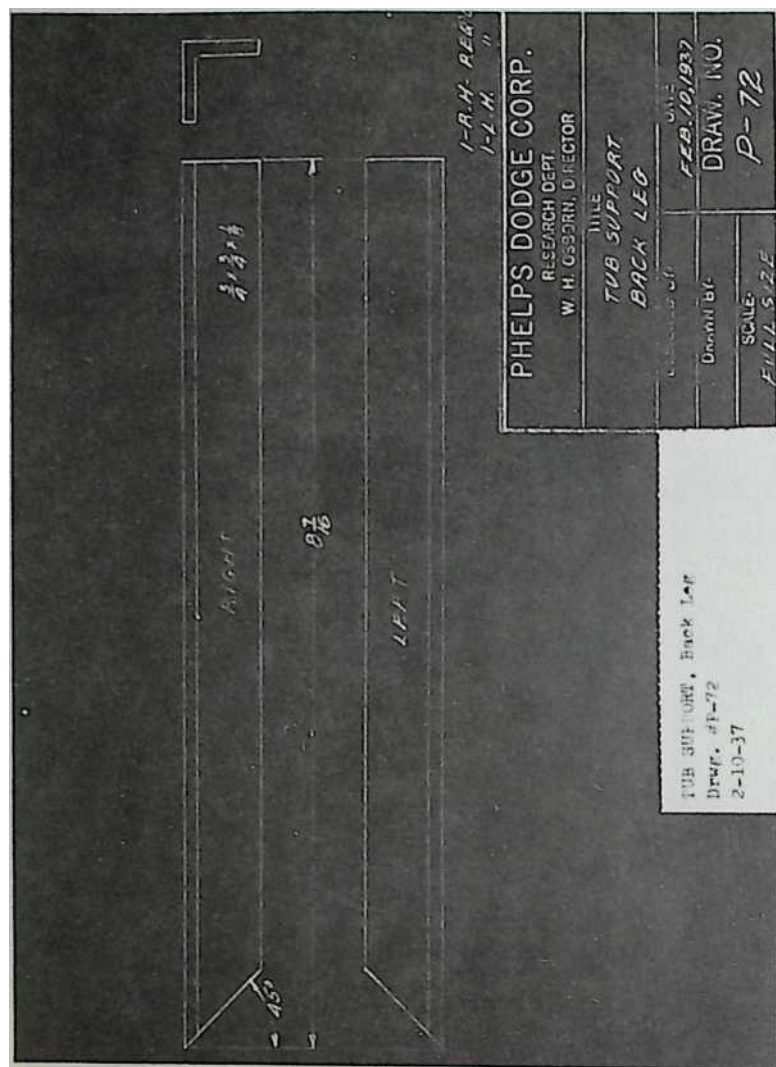
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1-REQ'D.

PHELPS DODGE CORP.
 RESEARCH DEPT.
 W. H. OSBORN, DIRECTOR

TITLE



1-REQ'D.

PHELPS DODGE CORP.
 RESEARCH DEPT.
 W. H. OSBORN, DIRECTOR

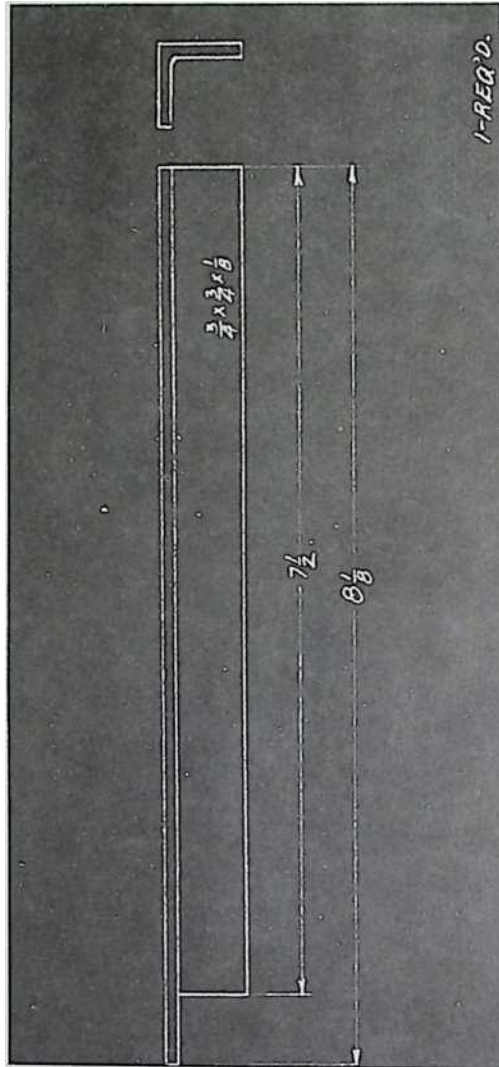
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 TUB SUPPORT
 BACK LEG

DATE
 FEB. 10, 1937

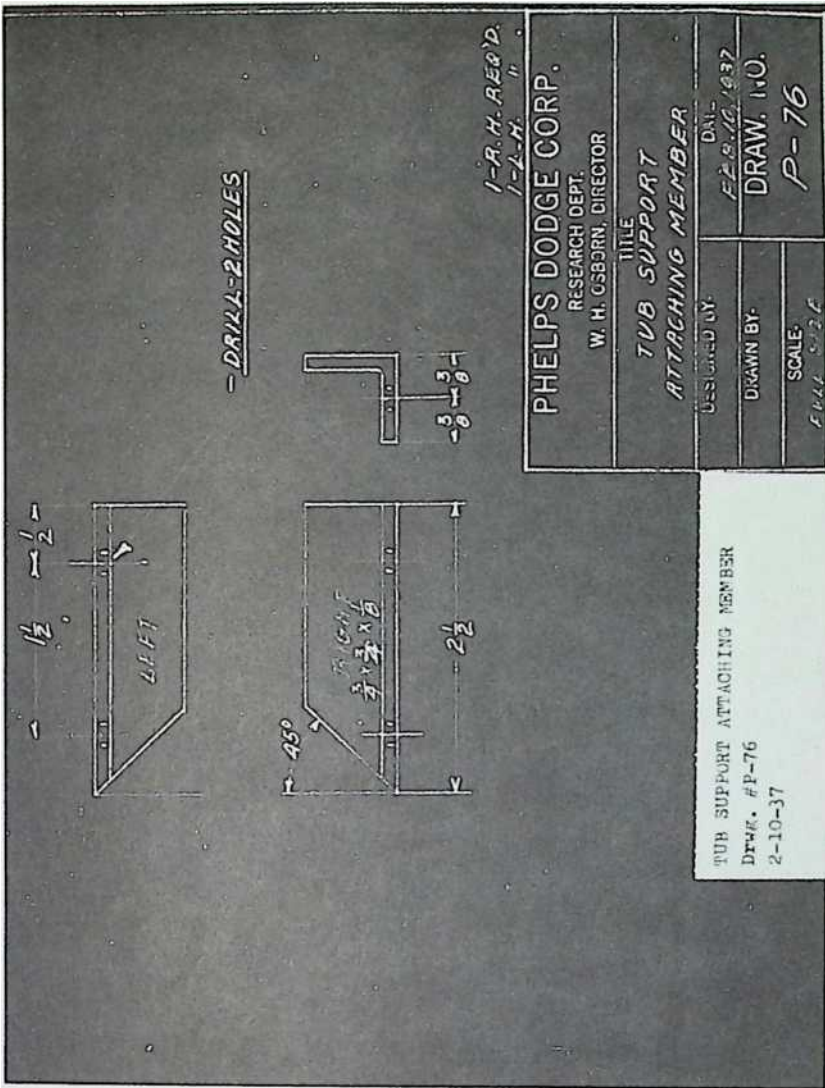
DRAW. NO.
 P-72

SCALE
 FULL SIZE

TUB SUPPORT, Back Leg
 Draw. #1-72
 2-10-37



1-REQ'D.

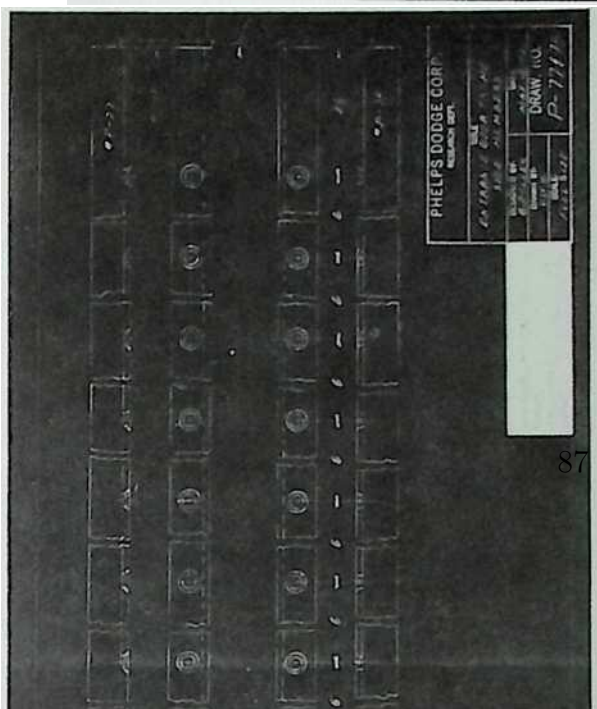
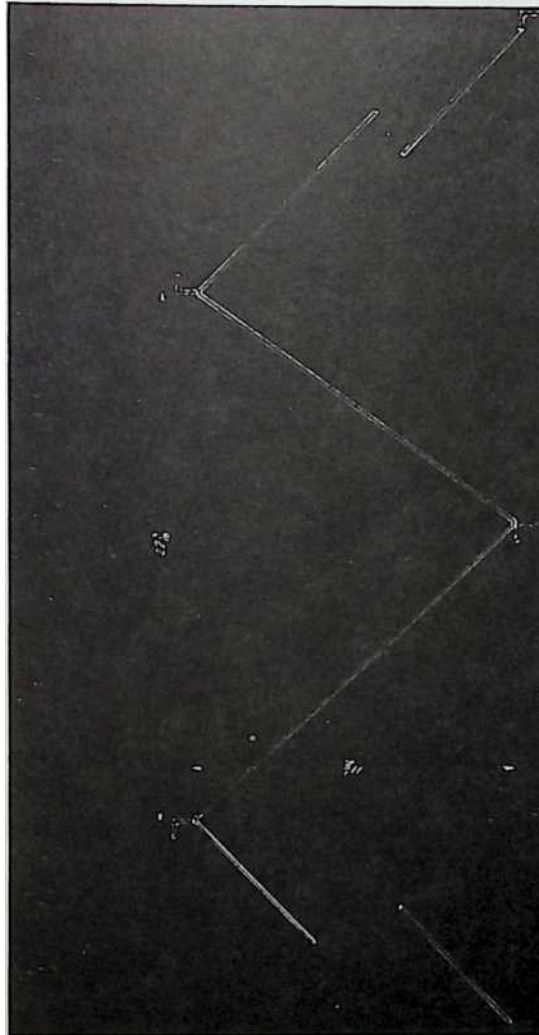


PHELPS DODGE CORP.
RESEARCH DEPT.
W. H. OSBORN, DIRECTOR

TITLE
TUB SUPPORT
ATTACHING MEMBER

DESIGNED BY: *F.P.S. 10/1937*
DRAWN BY: *P-76*
SCALE: *FREE SCALE*

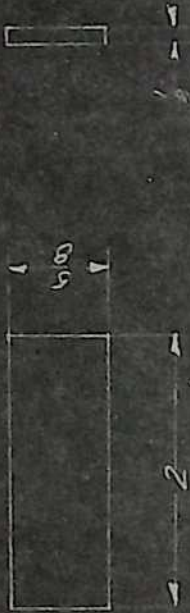
TUB SUPPORT ATTACHING MEMBER
DWG. #P-76
2-10-37



PHELPS DODGE CORP.
RESEARCH DEPT.

TITLE
TUB SUPPORT
ATTACHING MEMBER

DESIGNED BY: *F.P.S. 10/1937*
DRAWN BY: *P-76*
SCALE: *FREE SCALE*



2-REQ'D.

PHELPS DODGE CORP.

RESEARCH DEPT.
W. H. OSBORN, DIRECTOR

TITLE
ENTRANCE DOOR FRAME
SPACER

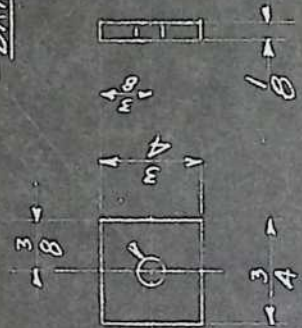
DESIGNED BY.
DATE
FEB. 13, 1937

DRAWN BY.
DRAW. NO.
P-80

SCALE
FULL SIZE

DOOR FRAME, Entrance, Spacer
DWG. #P-80
2-13-37

-DRILL



PHELPS DODGE CORP.

RESEARCH DEPT.
W. H. OSBORN, DIRECTOR

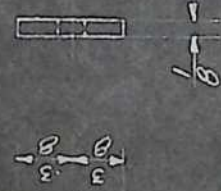
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ENTRANCE DOOR FRAME
BOTTOM PLATE FOR #771-7A

DESIGNED BY.
DATE
FEB. 12, 1937

DRAWN BY.
DRAW. NO.
P-79

SCALE
FULL SIZE

DRILL-2 HOLES

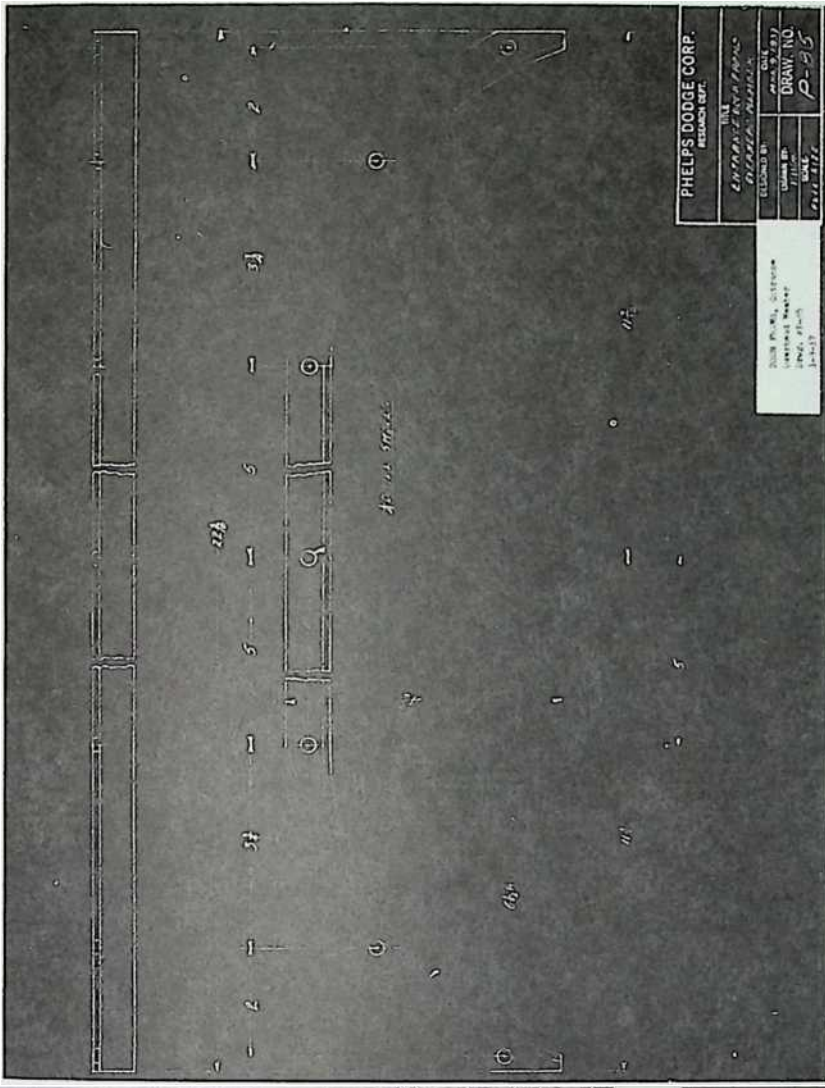


2-REQ'D.

PHELPS DODGE CORP.

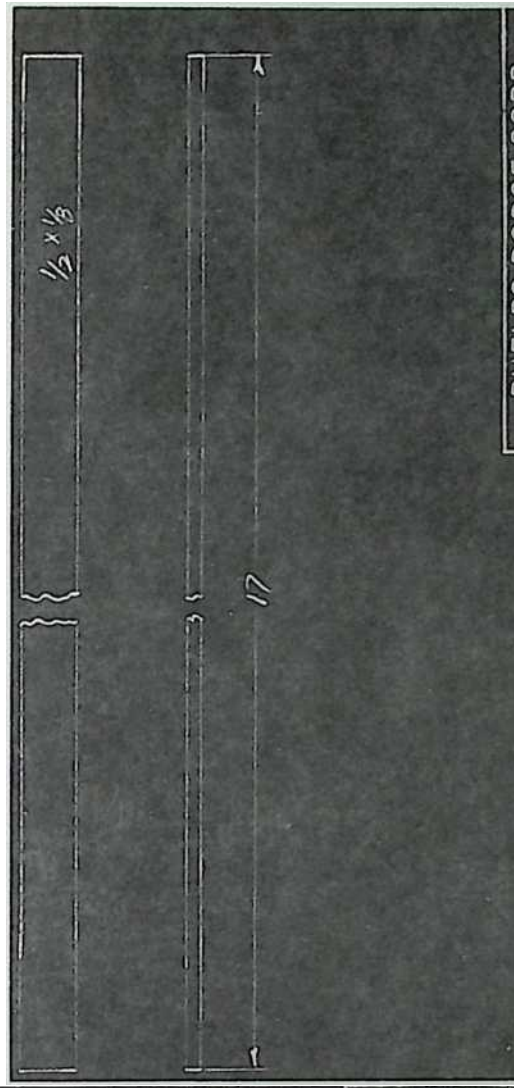
RESEARCH DEPT.
W. H. OSBORN, DIRECTOR

TITLE
ENTRANCE DOOR FRAME
BOTTOM PLATE FOR #771-7A

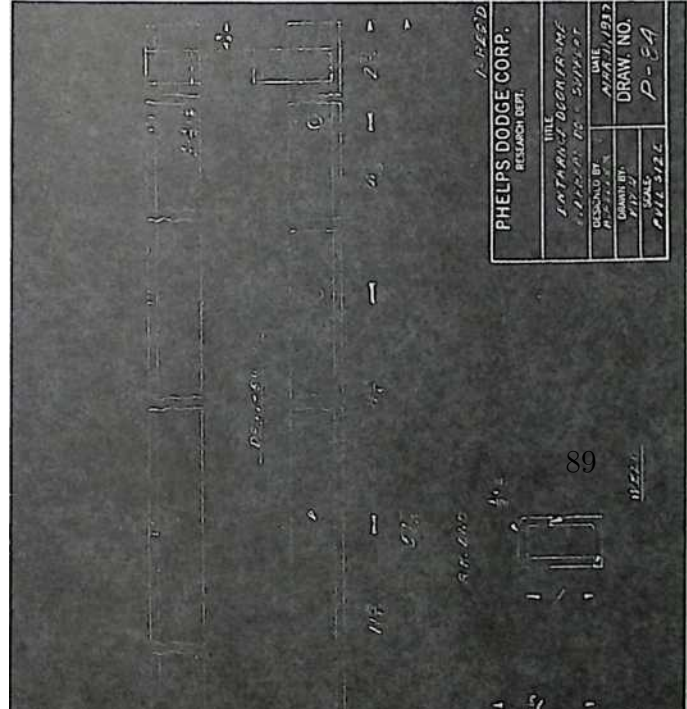


PHELPS DODGE CORP.
RESEARCH DEPT.

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REGISTERED TRADEMARK
MAY 1937
DRAWING NO. P-215

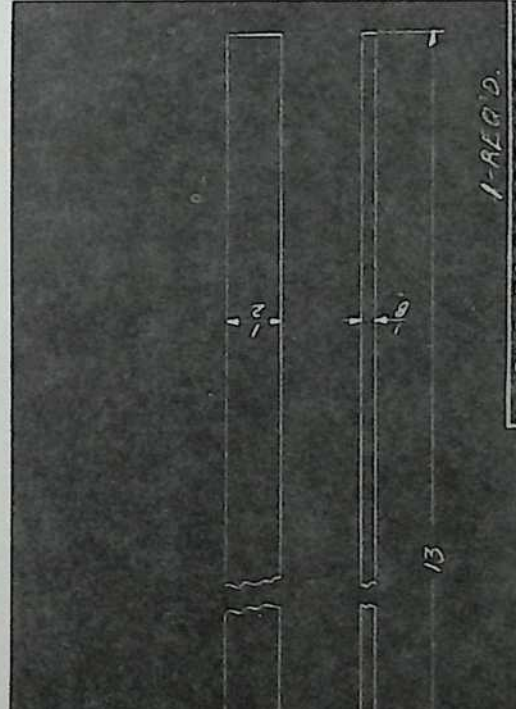


PHELPS DODGE CORP.



PHELPS DODGE CORP.
RESEARCH DEPT.

TUB DOLLY FRAME
REINFORCING STRIP
MAY 1937
DRAWING NO. P-214



PHELPS DODGE CORP.
RESEARCH DEPT.

TUB DOLLY FRAME
REINFORCING STRIP
MAY 1937
DRAWING NO. P-213

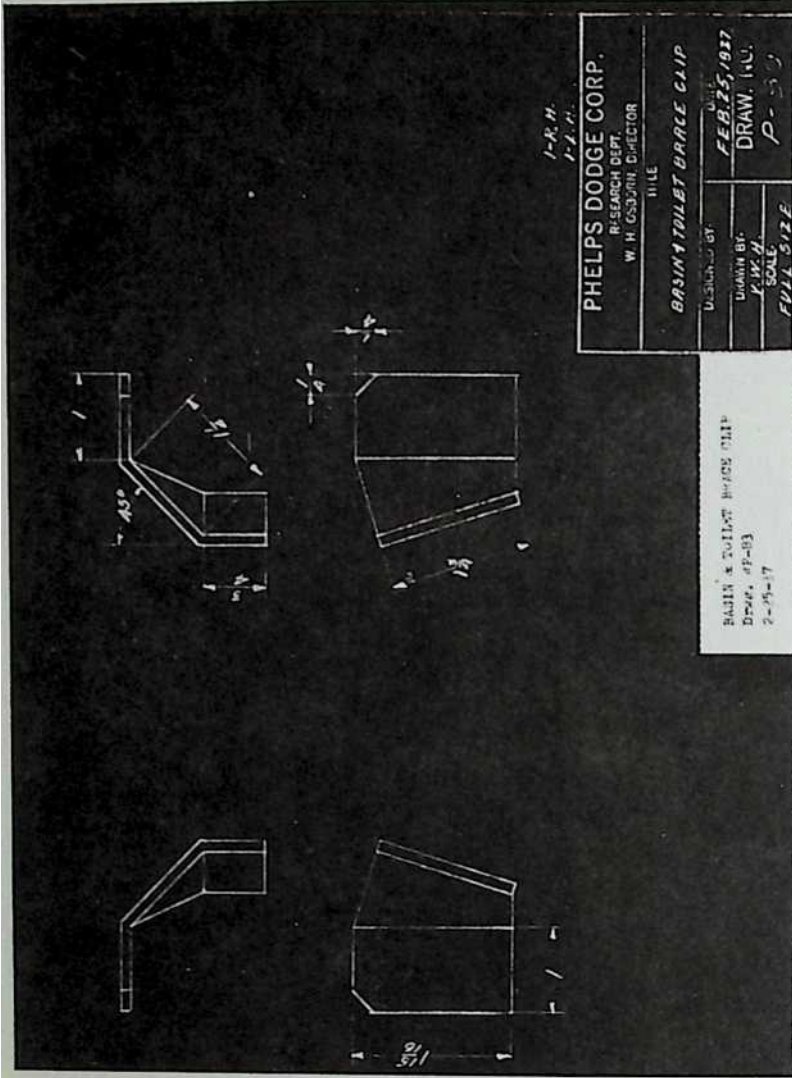


PHELPS DODGE CORP.
RESEARCH DEPT.

TITLE
**TUB DOWRWAY FRAME
RE-ENGINEERING STRIP**

DESIGNED BY: _____ DATE: **MAR 3, 1937**
DRAWN BY: **V. W. H.** DRAW. NO.: **P-88**
SCALE: **FULL SIZE**

TUB DOWRWAY FRAME

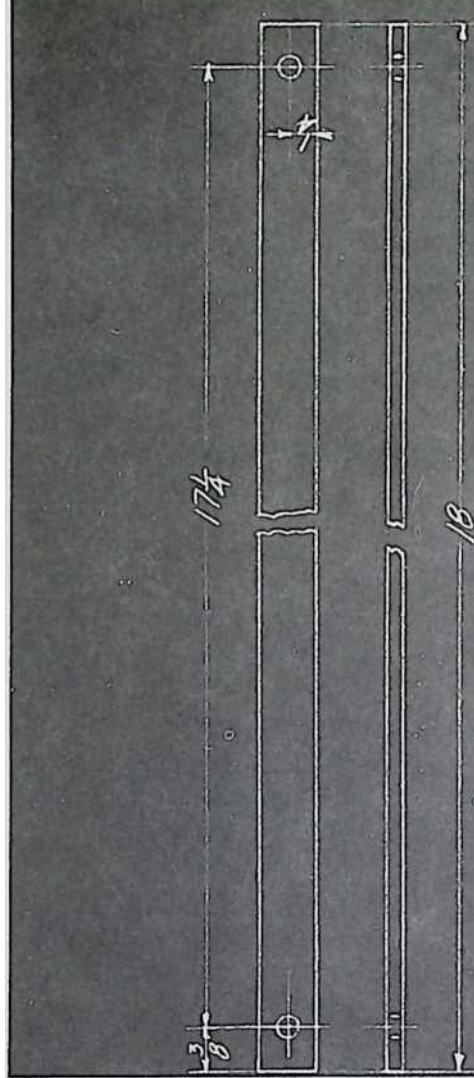


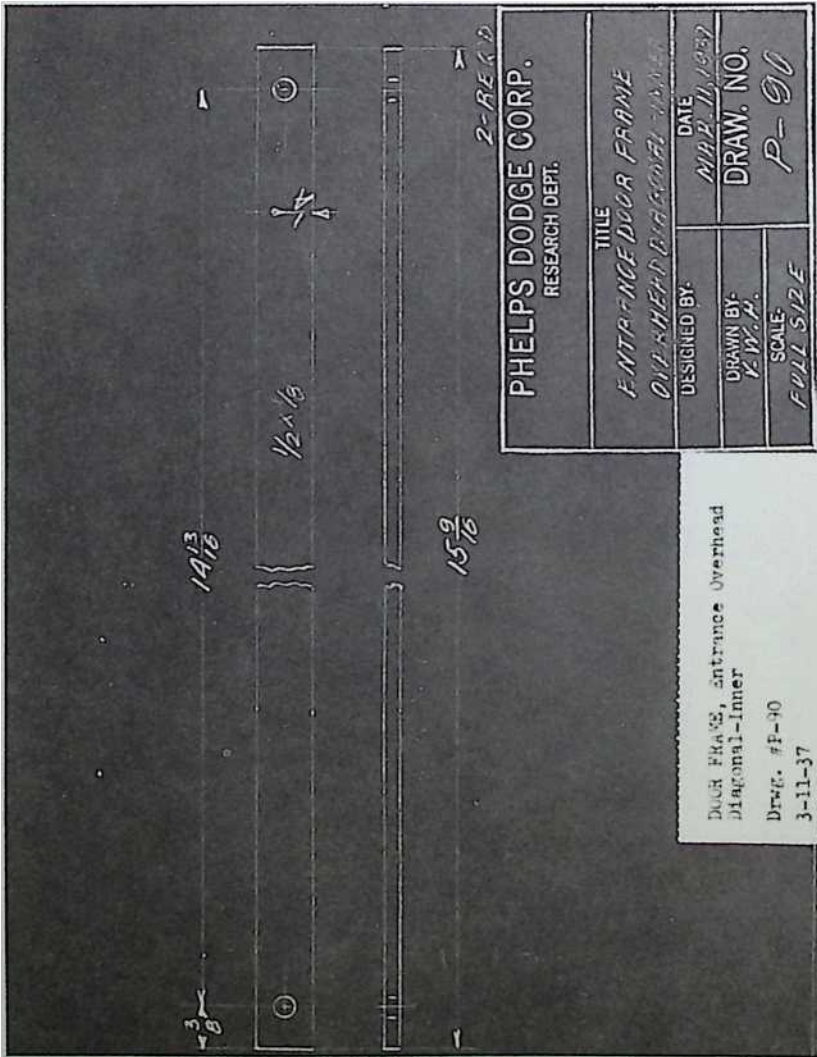
PHELPS DODGE CORP.
RESEARCH DEPT.
W. H. GOSBURN, DIRECTOR

TITLE
BRASS TOILET BARREL CLIP

DESIGNED BY: _____ DATE: **FEB 25, 1937**
DRAWN BY: **V. W. H.** DRAW. NO.: **P-83**
SCALE: **FULL SIZE**

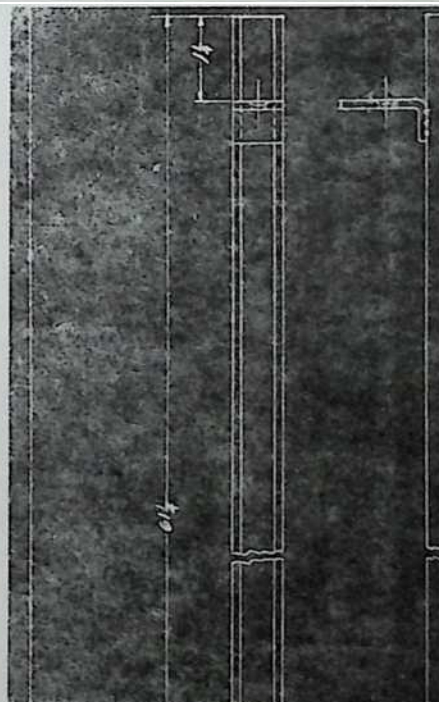
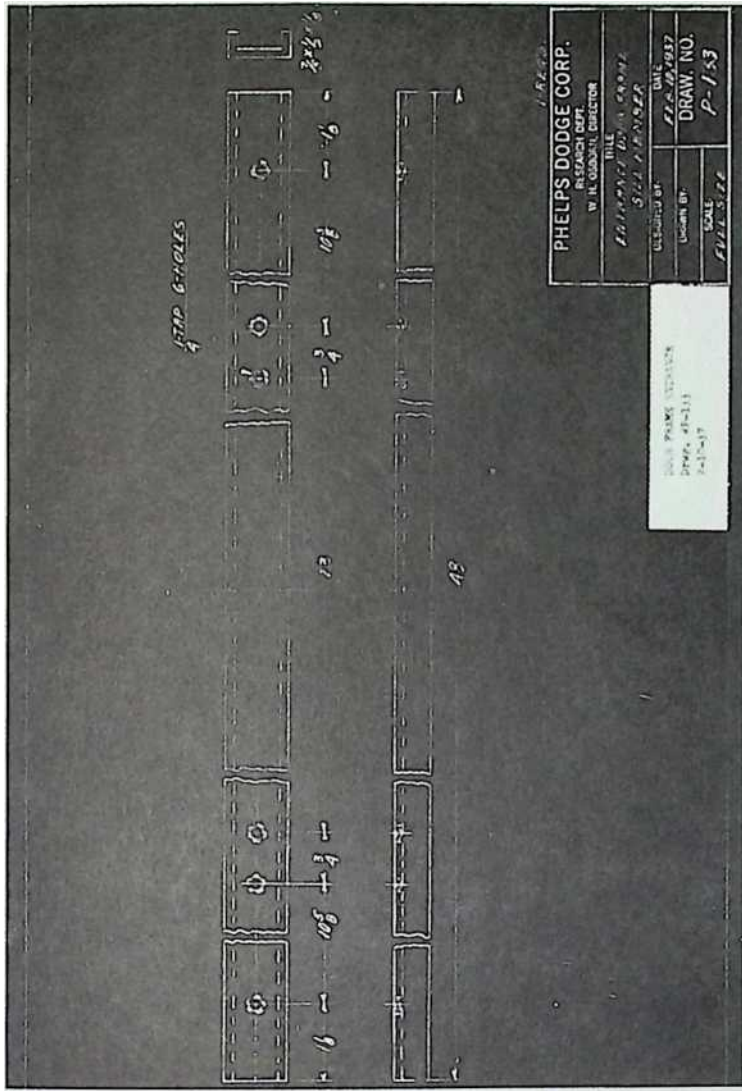
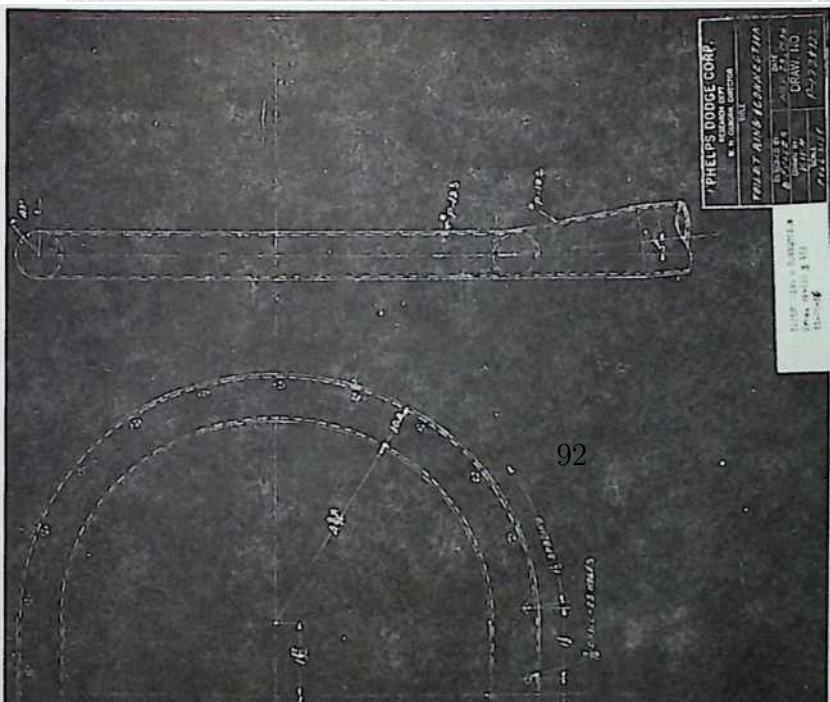
BRAIN & TOILET BRASS CLIP
DRAW. #P-83
2-25-37

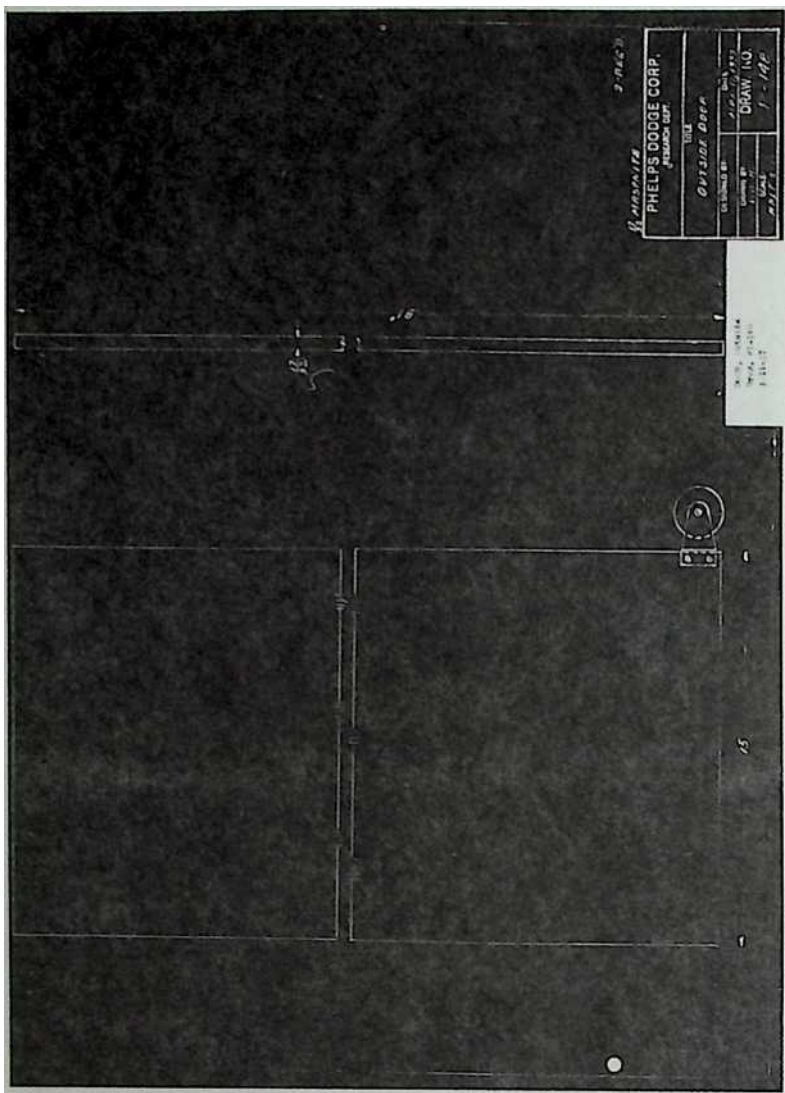


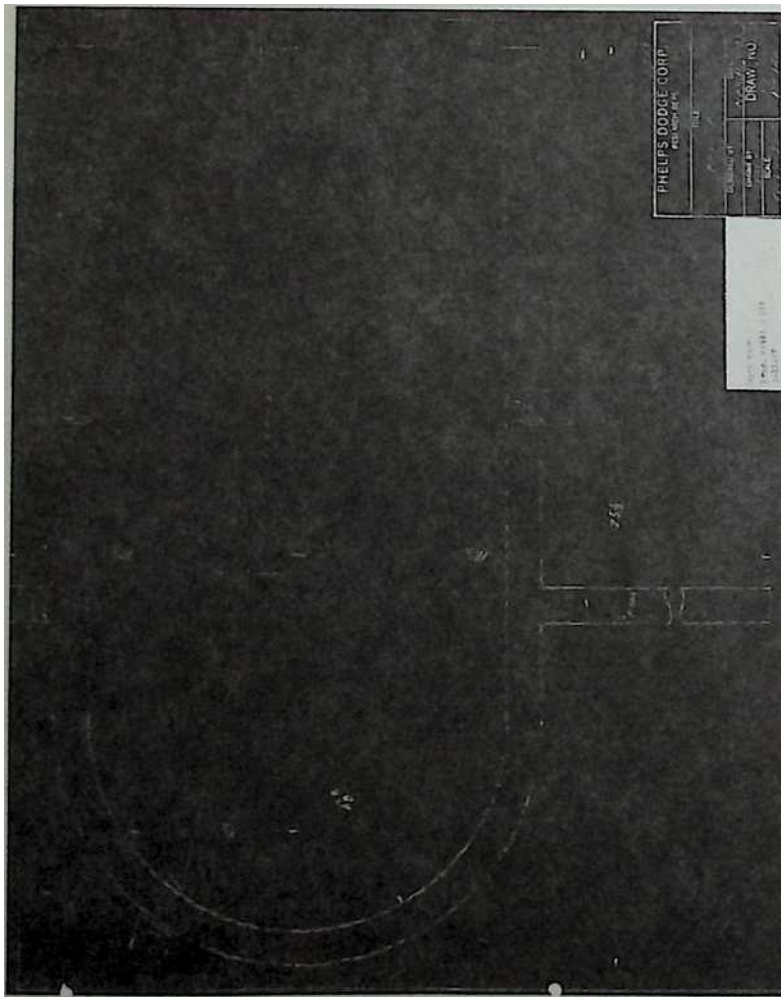


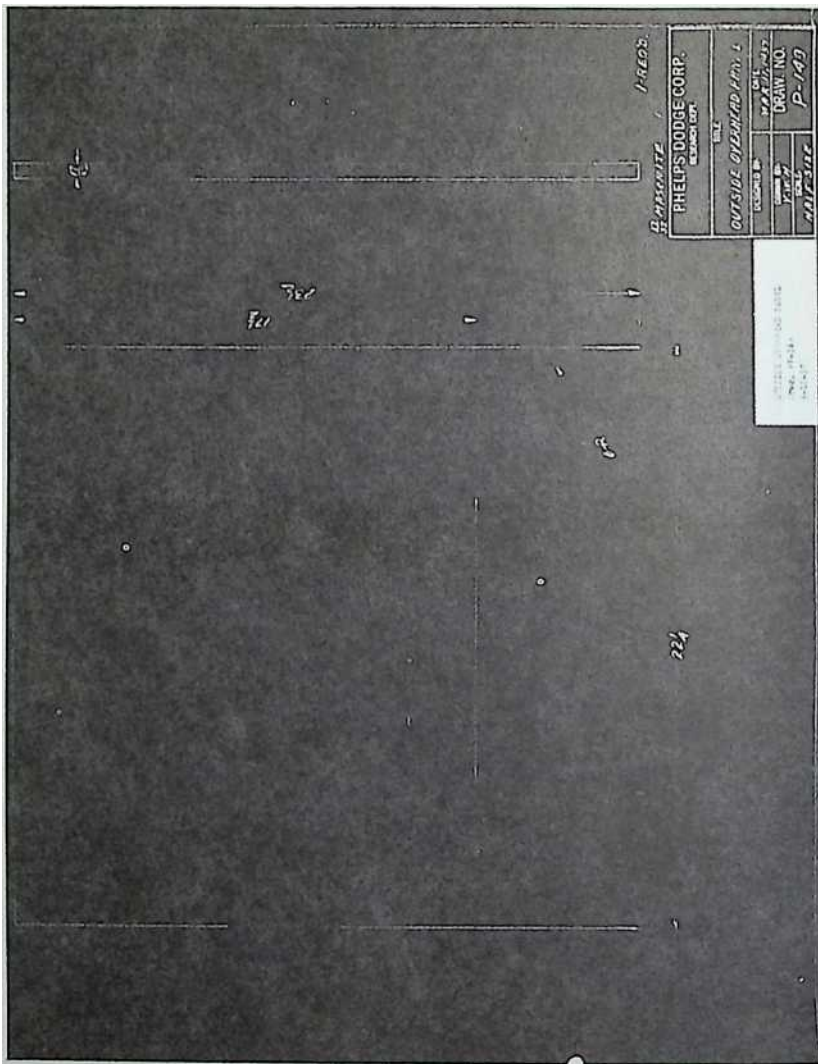
PHELPS DODGE CORP. RESEARCH DEPT.	
TITLE <i>ENTRANCE DOOR FRAME</i>	
DESIGNED BY: <i>W.P.P.</i>	DATE <i>MAR. 11, 1937</i>
DRAWN BY: <i>W.P.P.</i>	DRAW. NO. <i>P-90</i>
SCALE: <i>FULL SIZE</i>	

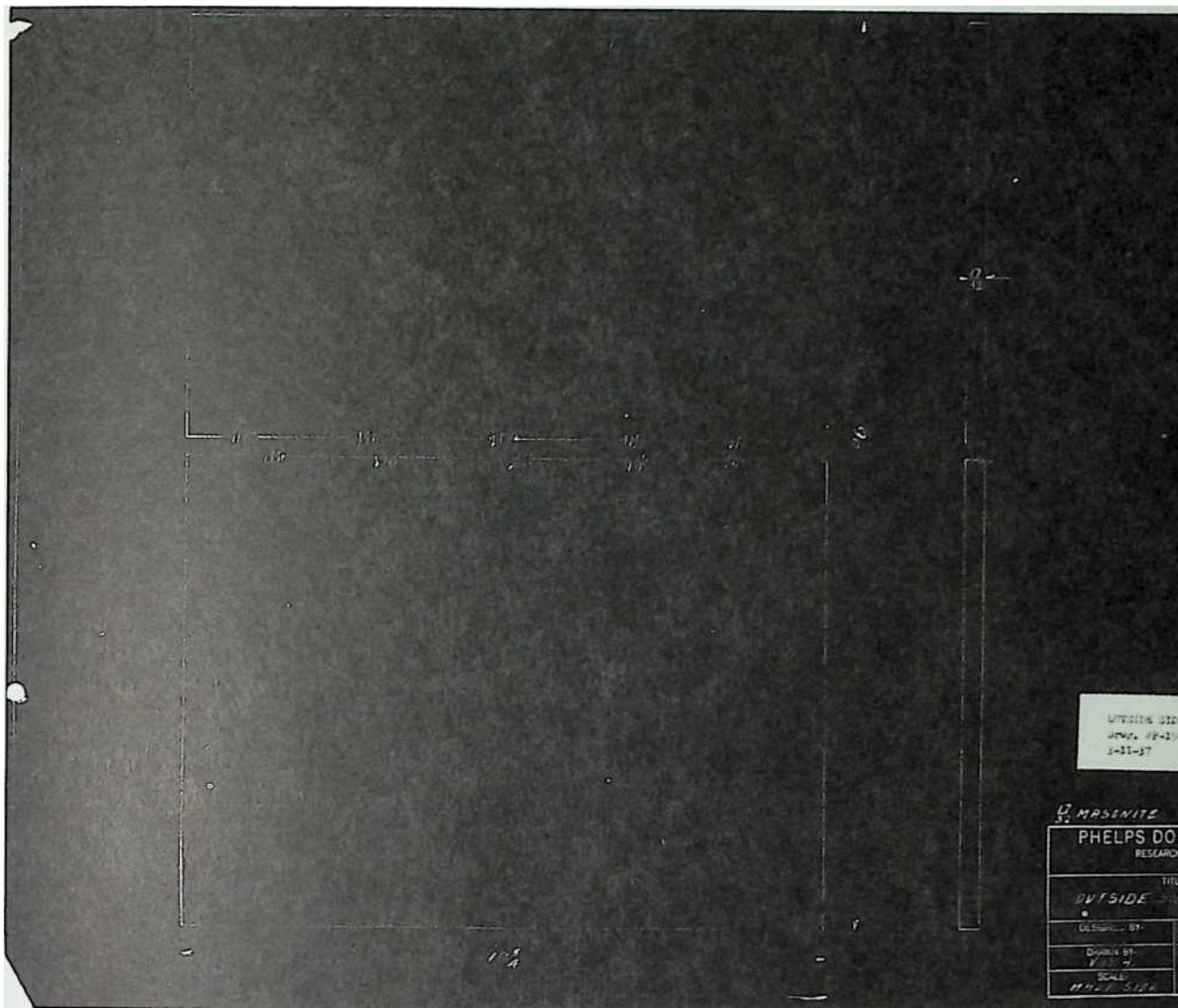
DOOR FRAME, Entrance Overhead
 Diagonal-Inner
 Drawg. #1-90
 3-11-37





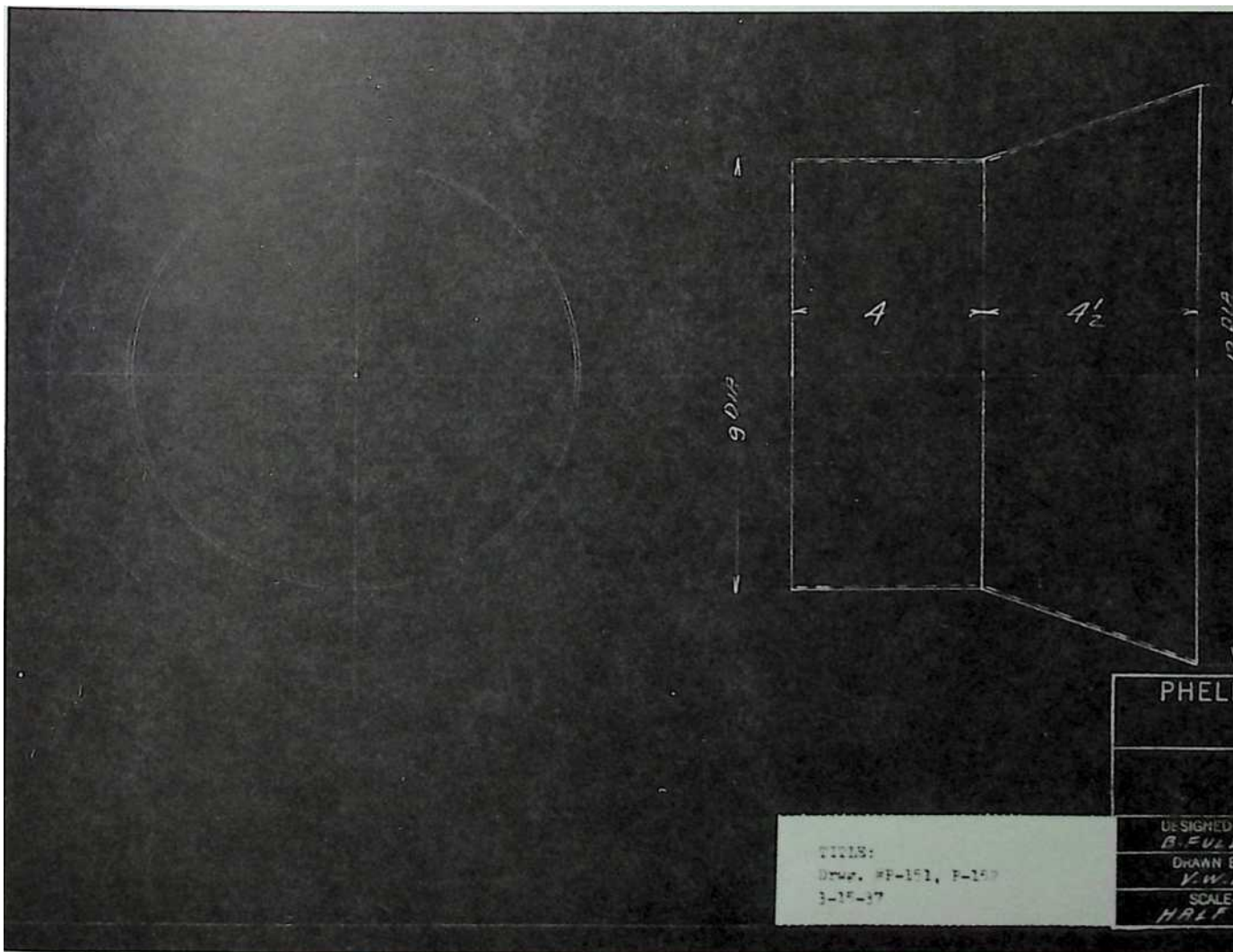






OUTSIDE SIDE
 DRAW. 12-11-37
 12-11-37

W. MRSINITE	
PHELPS DO	
RESEARCH	
TITLE	OUTSIDE SIDE
DESIGNED BY	
DRAWN BY	V. J. T.
SCALE	1/2" = 1"



GA f/*£ \$.'/>.£ _ _
 PHELPS DODGE CORP.

RESEARCH DEPT.

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DESIC.ii'J'oY"

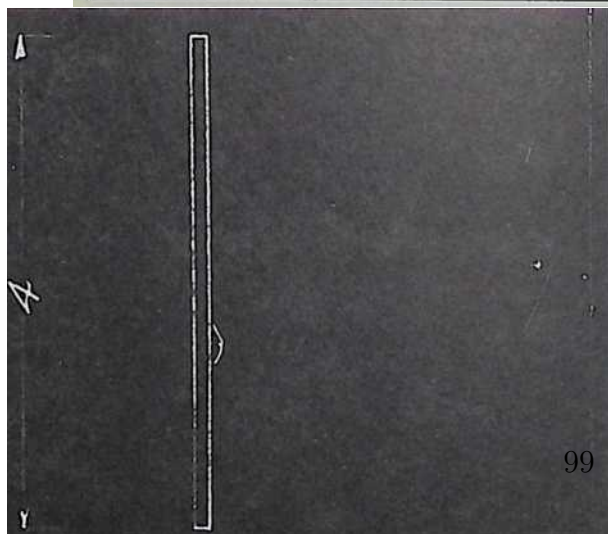
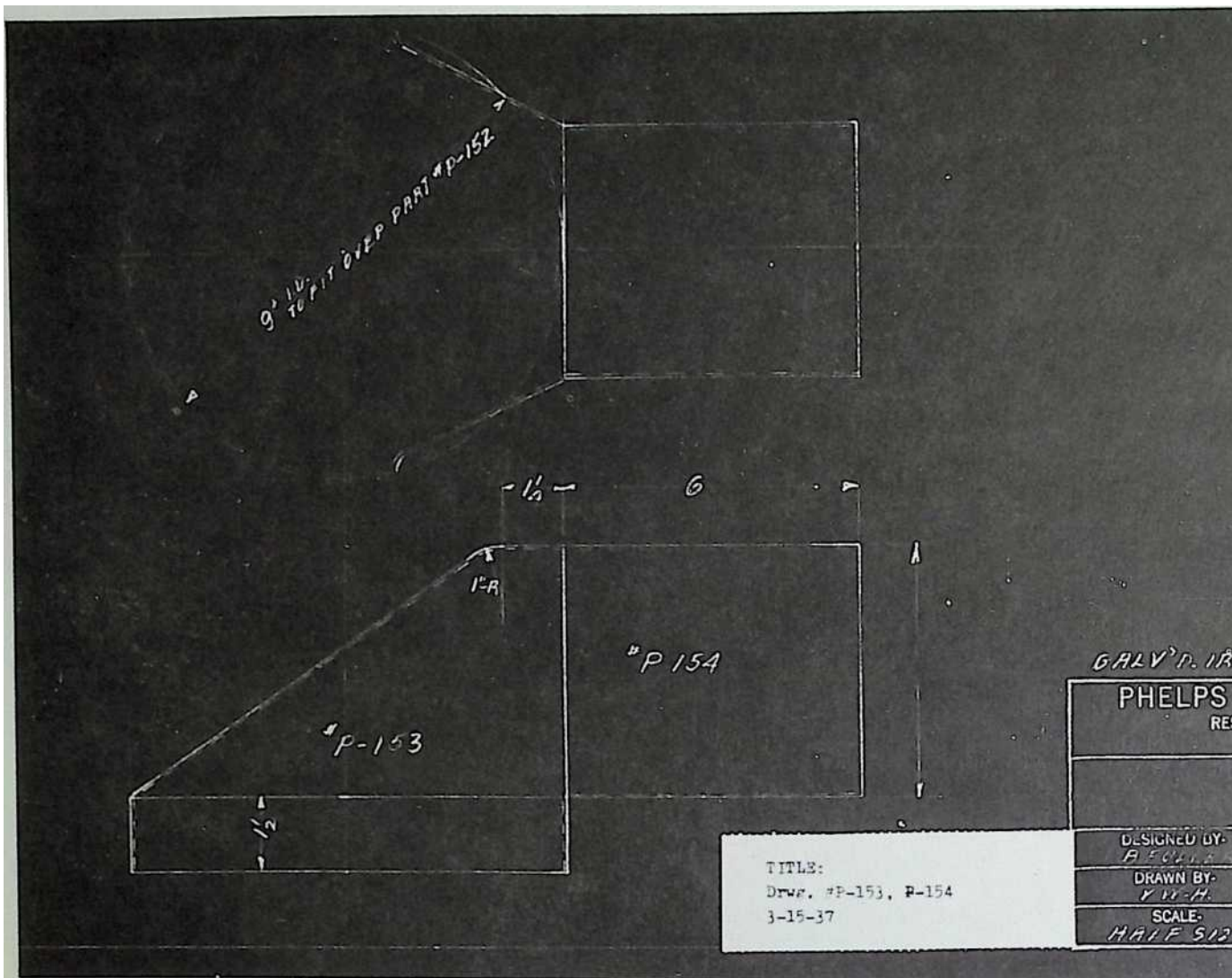
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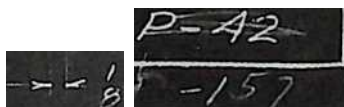
SCALE-
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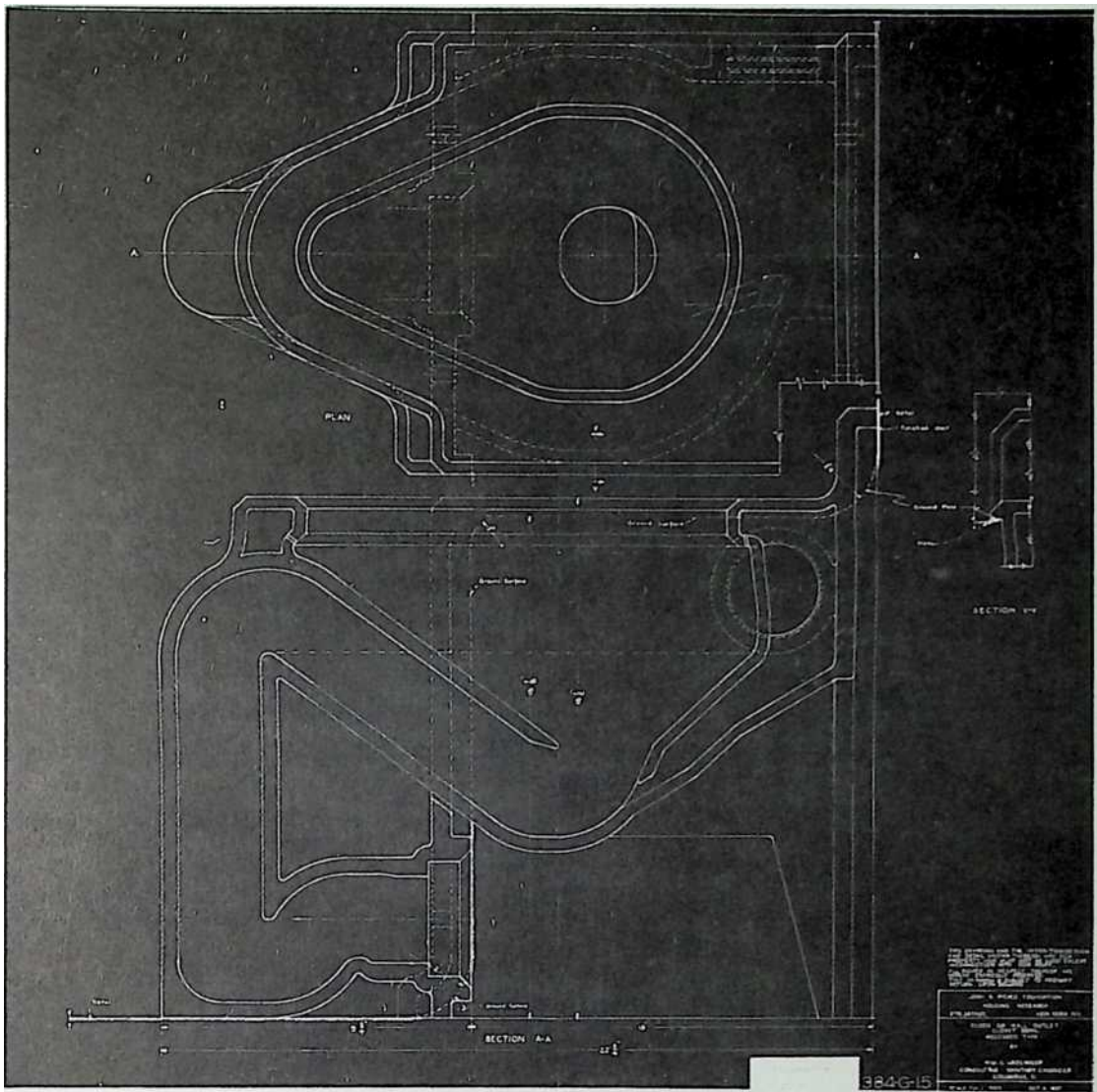
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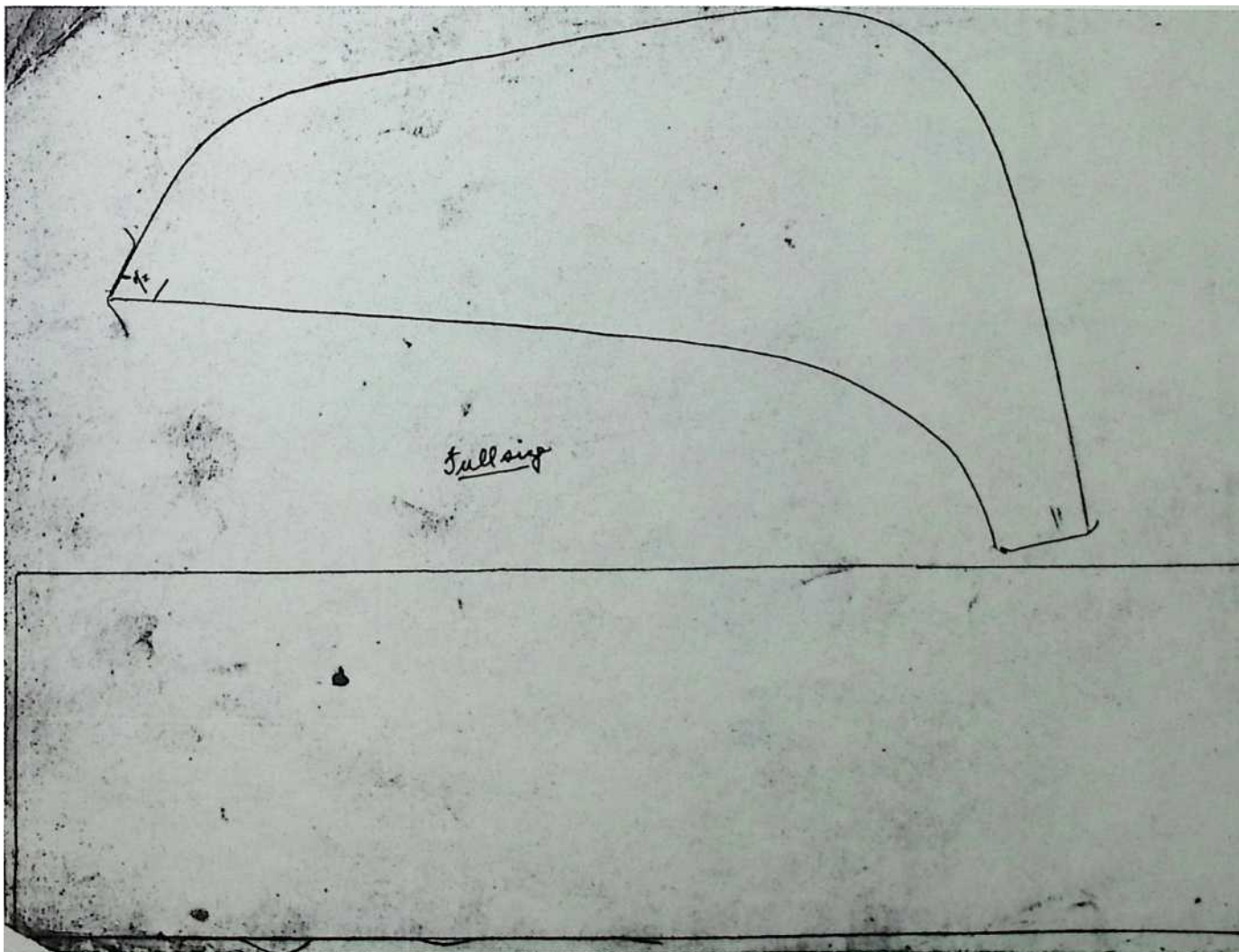
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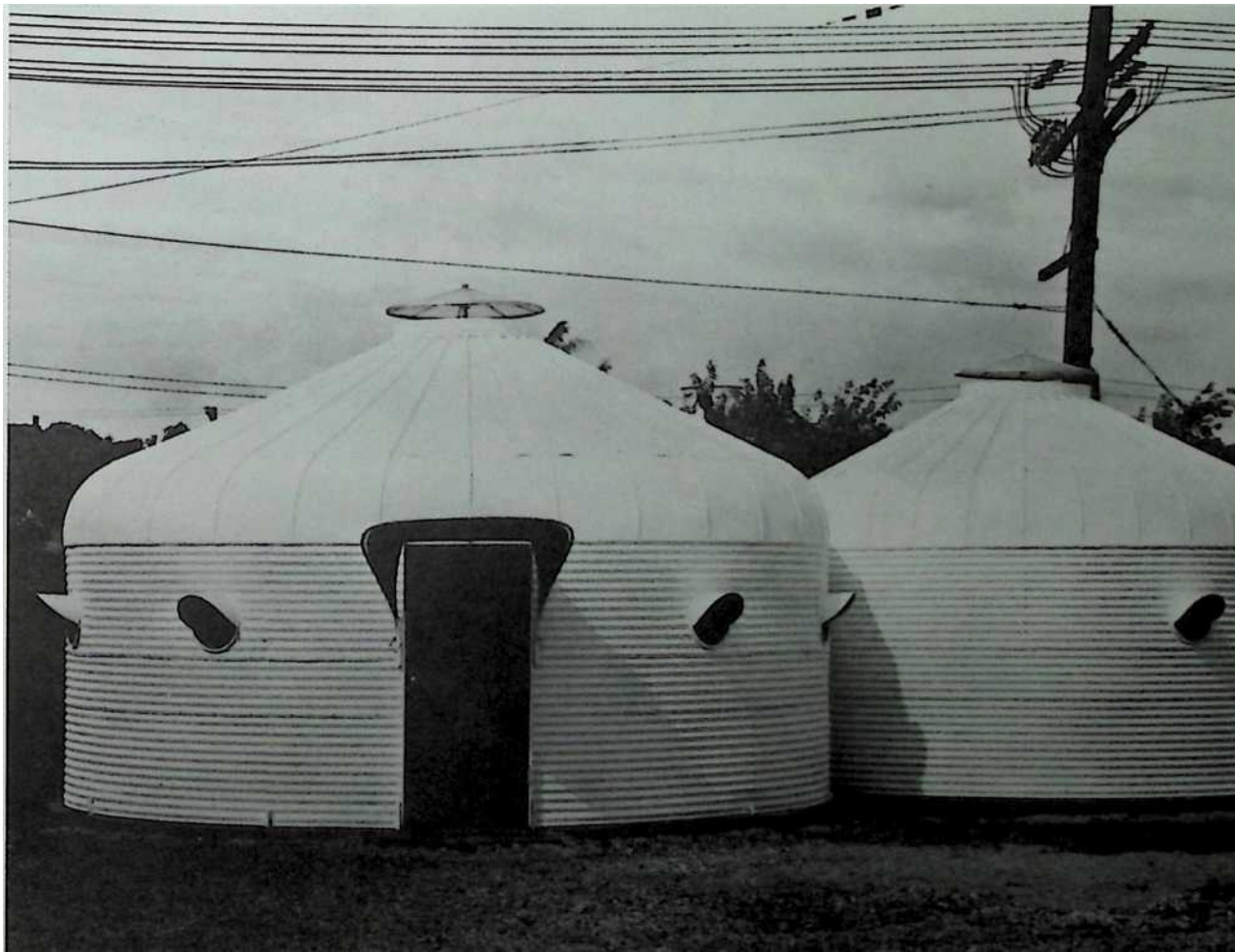


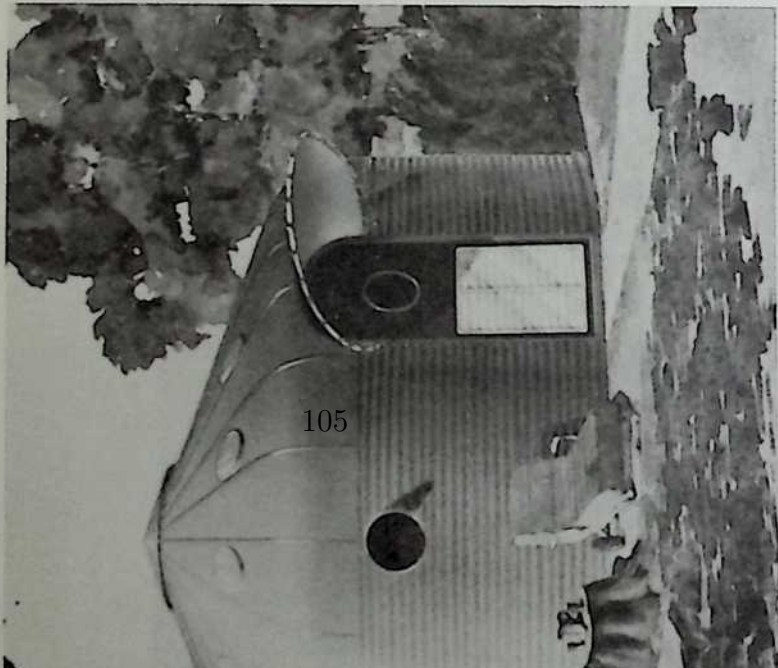
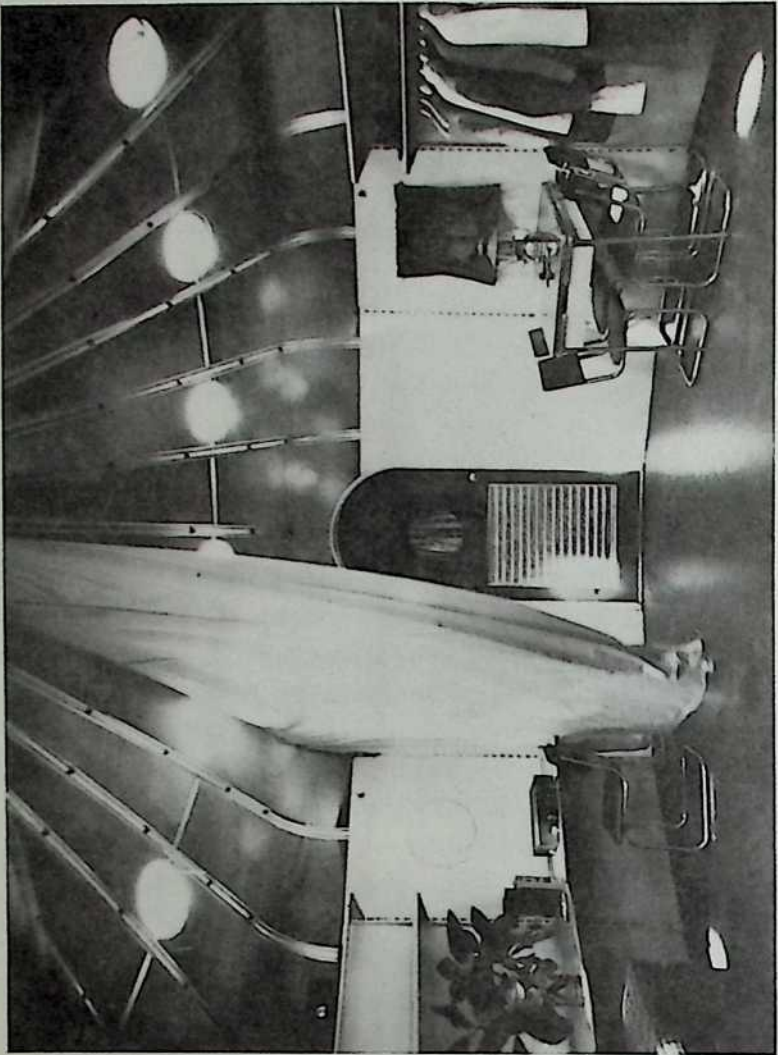
The Dymaxion Deployment Unit 1940–1941

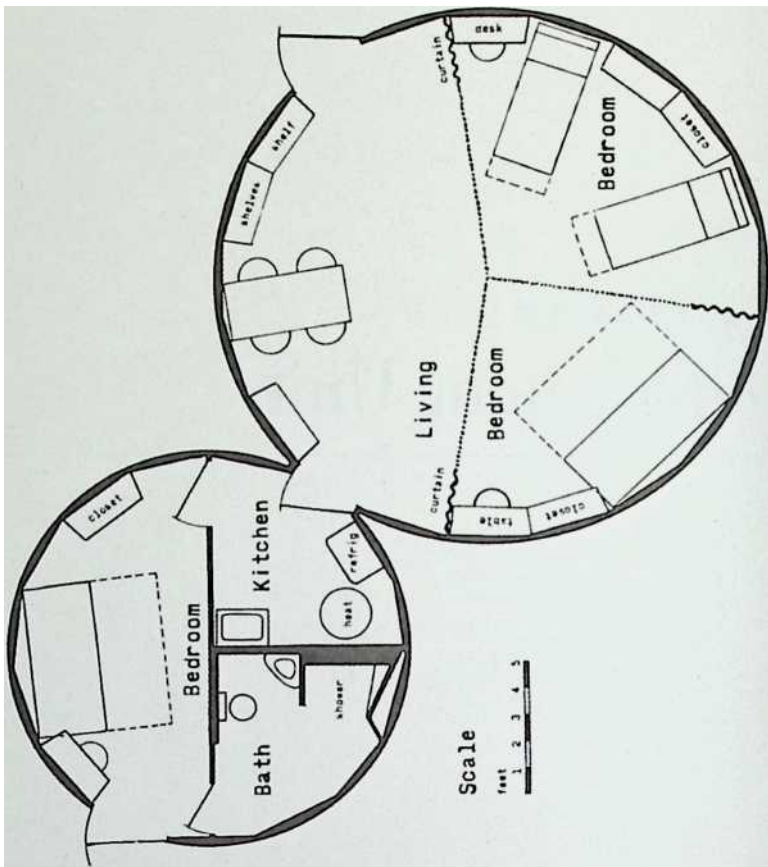
The Dymaxion Deployment Unit

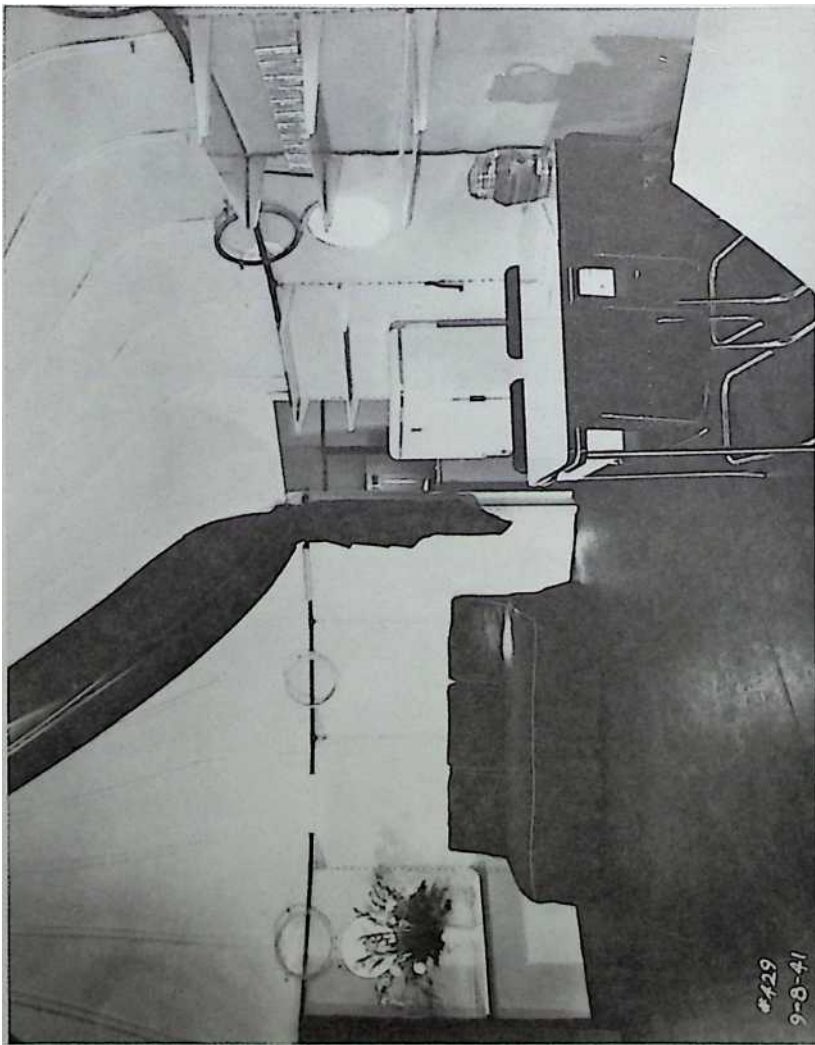
The Dymaxion Deployment Unit is a house that furthered Fuller's belief in the importance of a domestic standard that could be mass-produced. However, it also indicated his willingness to accommodate the realities of the contemporary American housing industry. This brilliant compromise entailed the transformation of the Butler Manufacturing Company's standard corrugated steel silo into an original industrial housing type. Fuller suggested that his employment of a form that was already a great success industrially might eliminate any opposition to his radical housing design that could be based on economics alone. His emphasis on mass production, and his contempt for aesthetic considerations are what made his project unique.

The Deployment Unit owed both its success and demise to World War II. Hundreds of these inexpensive dwellings were delivered by airplane to the Persian Gulf, where they served admirably as shelter for troops. But low cost (\$1,250) and easy transport were less important ultimately than the scarcity of metal, bringing to an early end Fuller's most feasible housing idea.



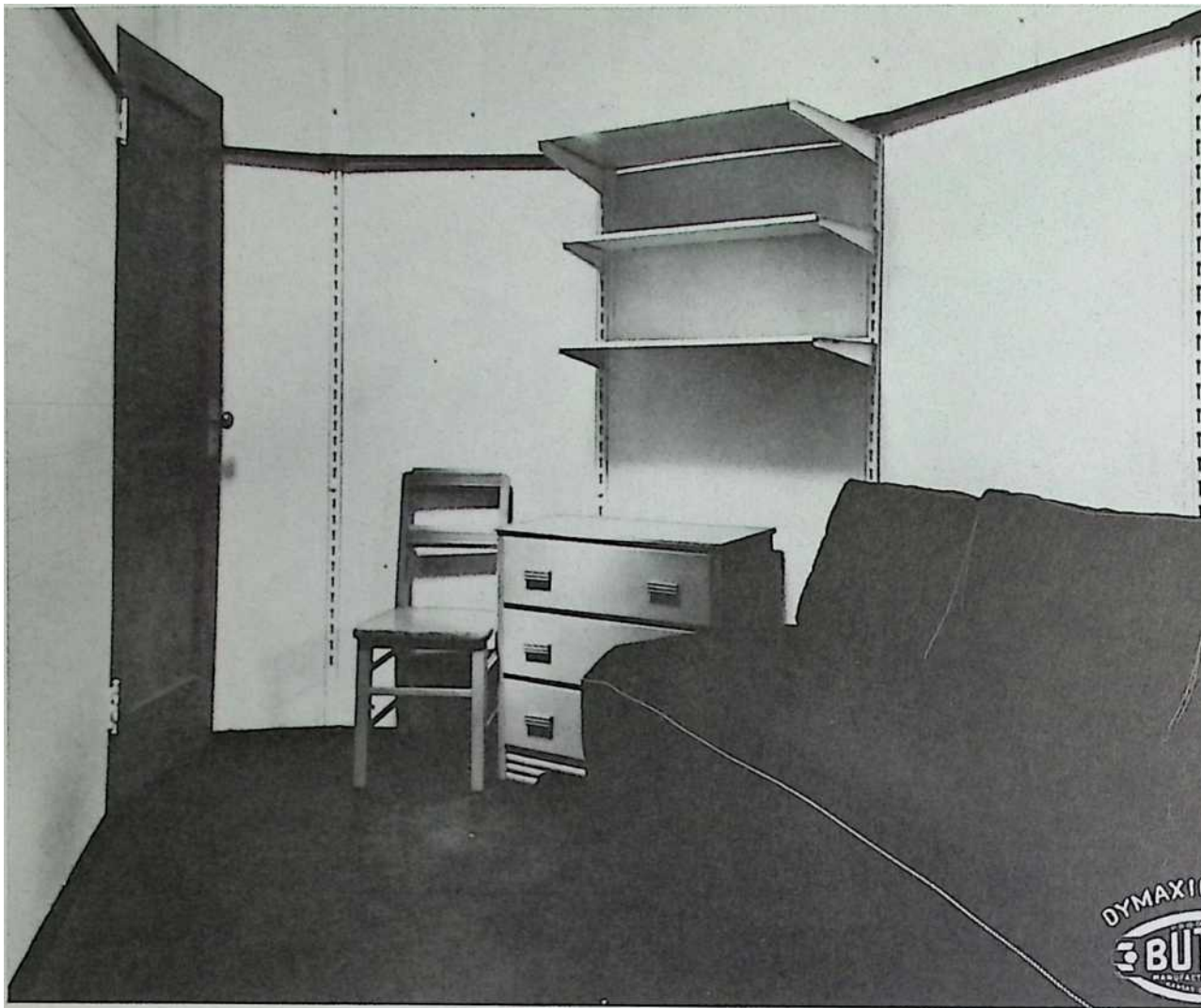


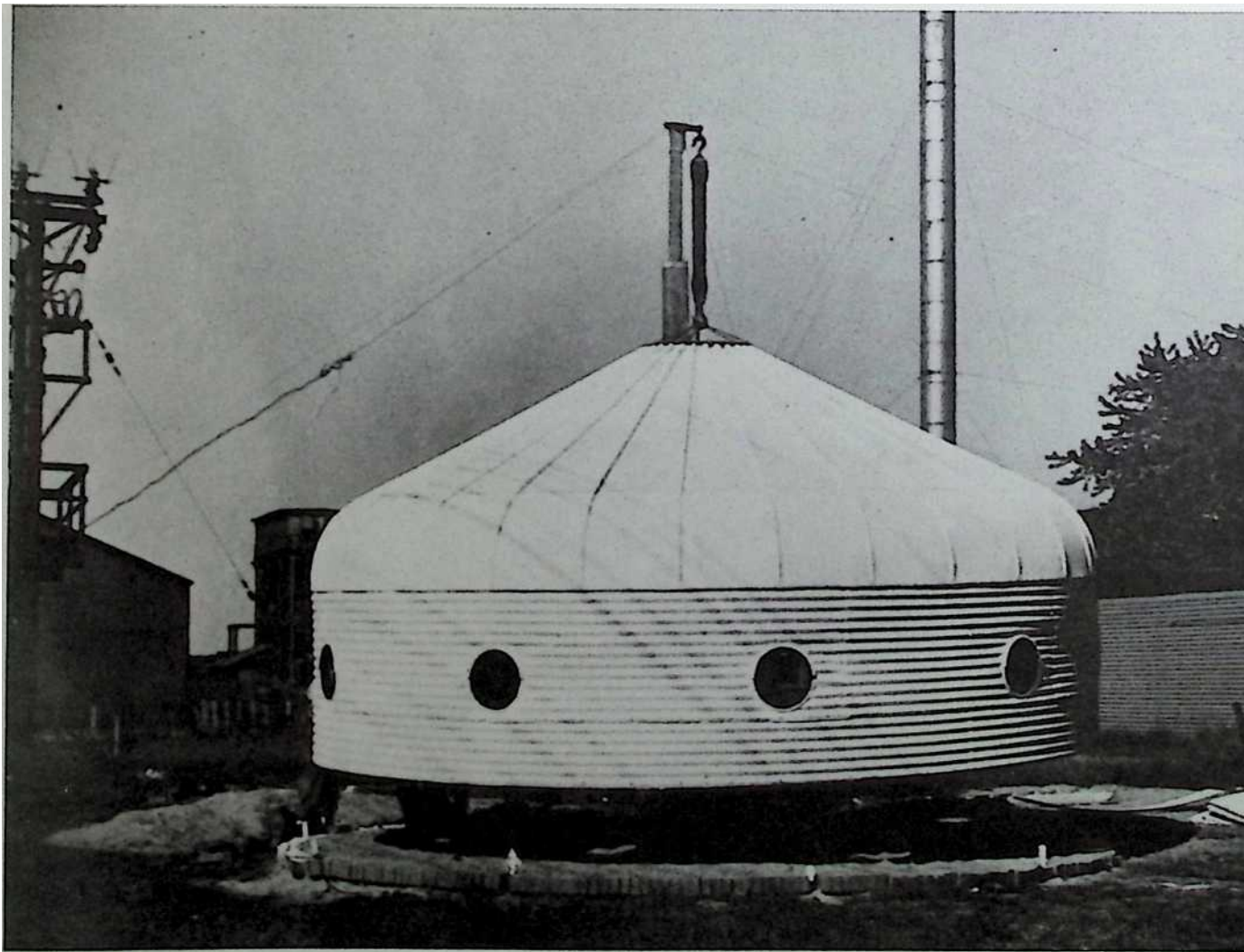


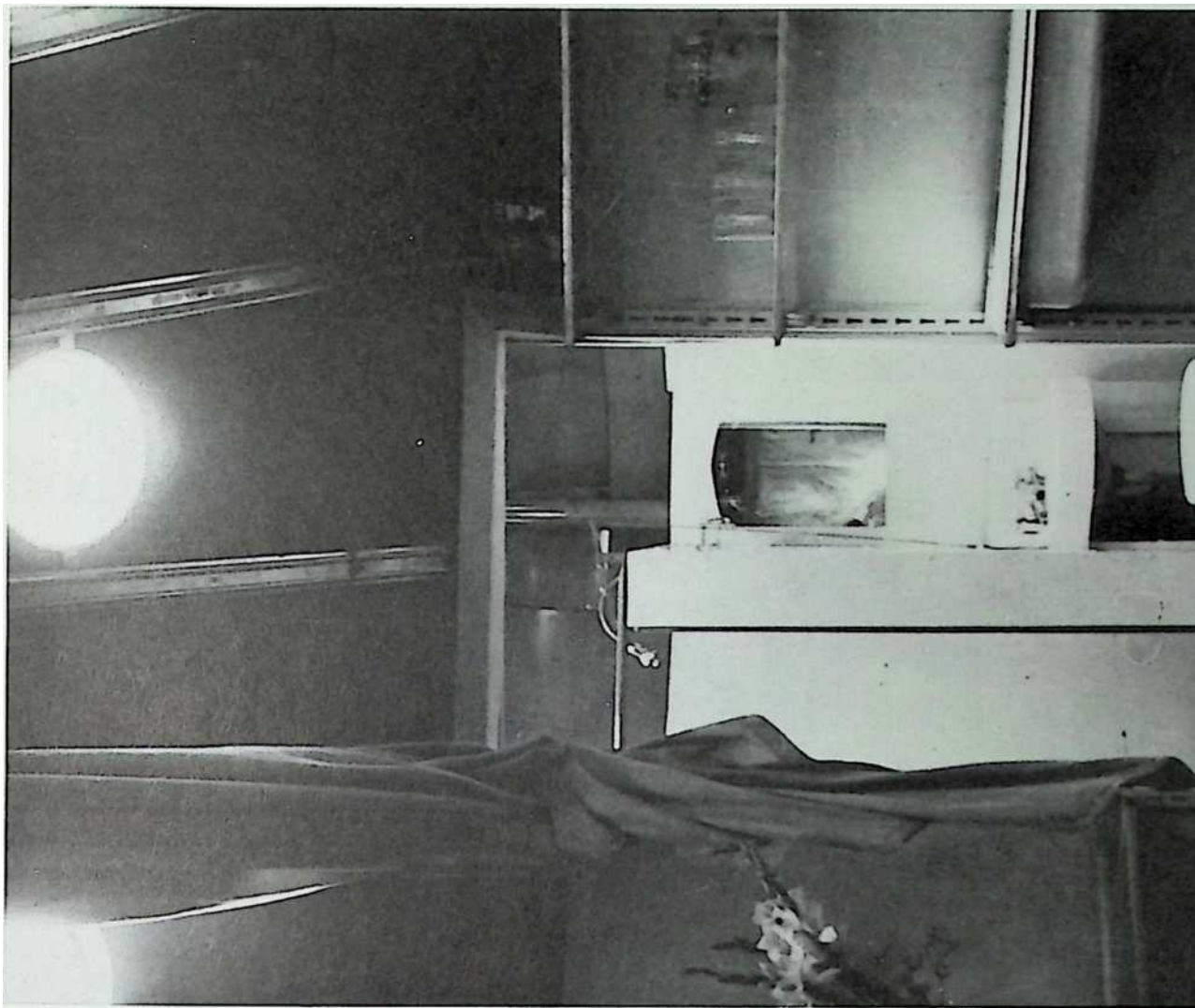


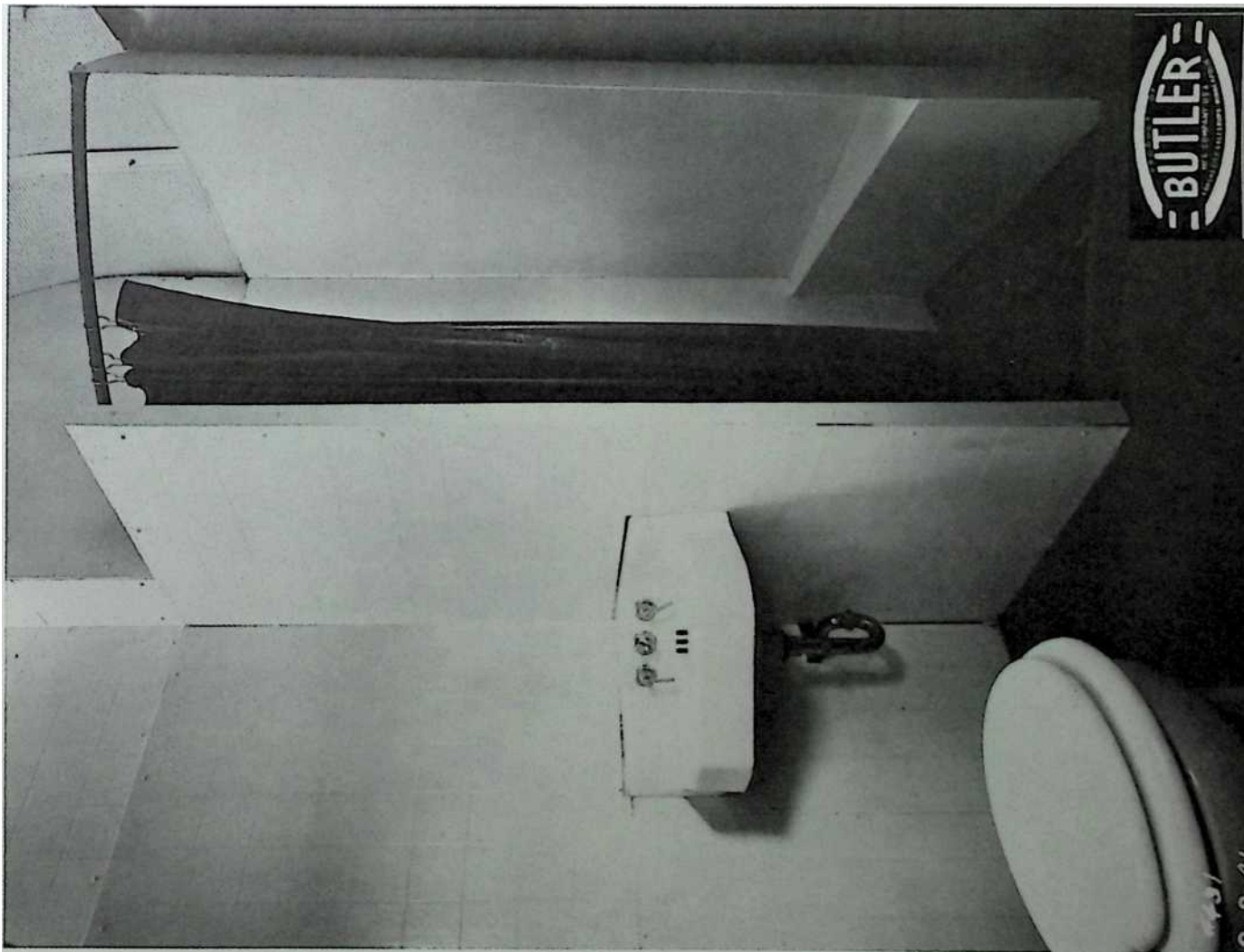














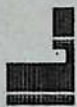
**PLANNED PERFORMANCE INDICATED BY BASIC
UNIT CHARACTERISTICS**

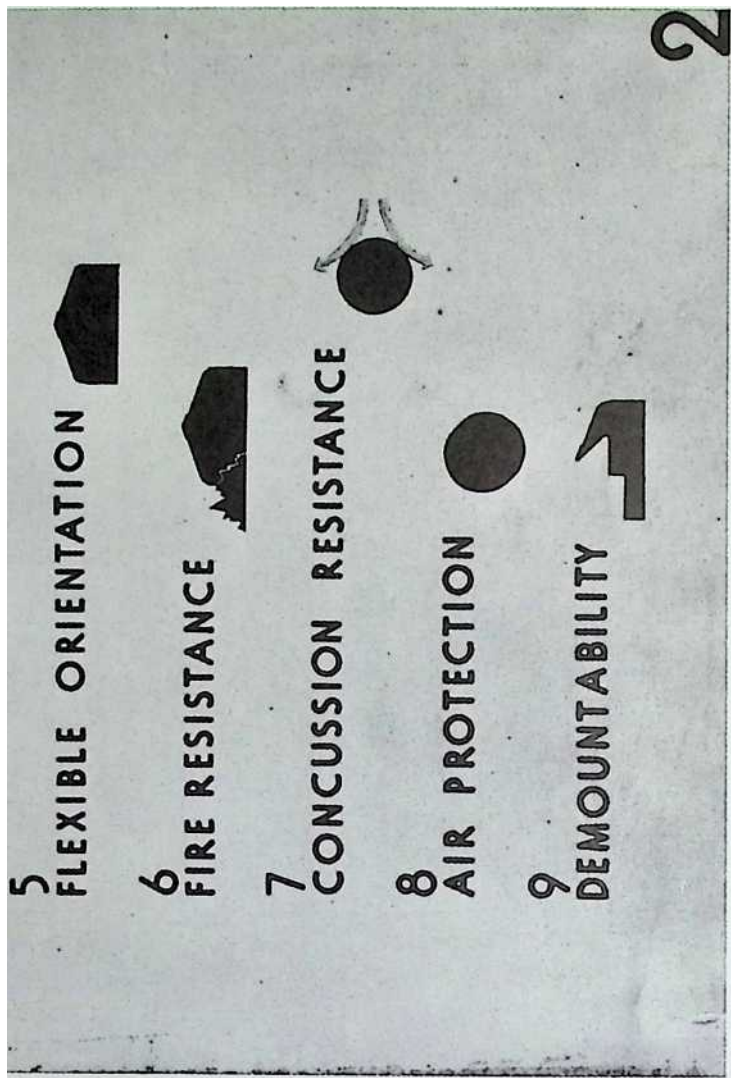
A HOUSING PROGRAM PROVIDING VOLUME OUTPUT OF ADEQUATE DWELLINGS

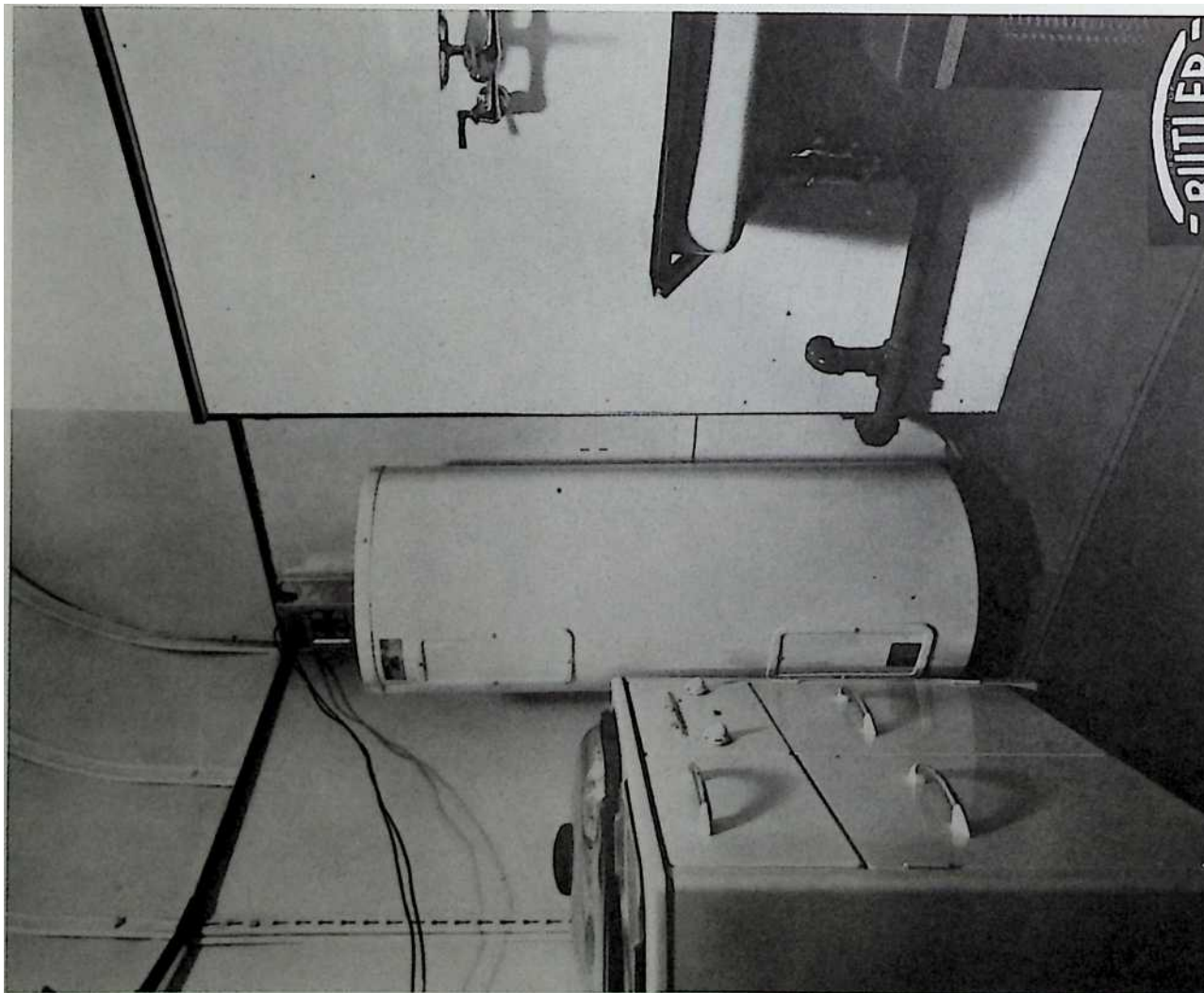
1 MASS PRODUCTION 

2 PACKAGE DISTRIBUTION 

3 QUICK ERECTION 

4 LOW COST 

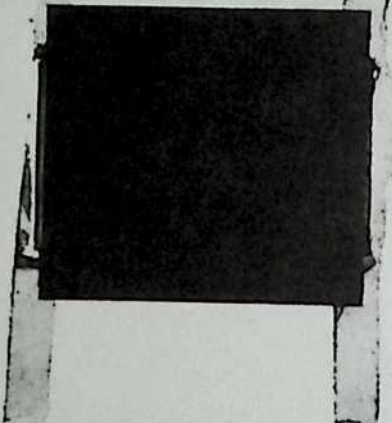




ALL THE EGGS

INTO MILLIONS OF BASKETS

Wide, swift—shifting, illusibnary deployment realized in the shortest time interval, of all physical production factors, personnel, machinery, material, prime movers; constitutes the initial tactic of a winning defensive department in overhead combat



This book
written by
B. Fuller
Nov. 1940. preparatory
to inception of the
Dynamis Deployment
Unit activity with
the Butler High Co.
which had delivered
approx 100 units by
Oct 1942 to various
war theaters of the Army.
Only steel shortage
responsible for these not
having been multi thousands
by 1942 year end.

Deployment is dependent upon construction facility. Largest single class of total U.S.A. construction (1914-41 average) is "dwelling units", comprising almost an equal amount of production to all the other classes combined.

The combined “others” include highway and railway building, their bridges and tunnels; all public utilities; docks and harbors; all designed changes in the earths surface such as dams and soil conservation (exclusive of agriculture); all park and other recreation facilities;—as well as obvious categories of building;—together with maintenance and improvement of all the above, federal, state, county, industrial and private, and including all relief expenditure for construction.

Indeed dwelling units comprise 25% of all heavy industry expenditure of the United States (1914-41 average). Heavy industry includes all

Q

rolling stocky shipbuilding, and machinery as well as construction.

“Dwelling Units” then, transient or year-round, mobile or stationary, constitute by far the largest single category of successful defense deployment. Let us quickly survey the vital statistics of “dwellings”. !

There are now 30,000,000 more people in the United States than in 1914—that is about 6,000,000 more families. There are now half a billion more people in the world than there were in 1914—that is about 100,000,000 more families.

The United States, most productive post-war nation, has since 1914 built 7,500,000 new dwelling units. This might seemingly constitute an excess. But—meanwhile 11,500,000 of its dwelling units have been lost by catastrophe or through complete obsolescence.

There exists, therefore, in the most modern of nations a 10,000,000 “actual” dwelling unit shortage (not including “potential” shortage of nine million units of sub-decency standard still perforce occupied) and probably a half billion world dwelling unit shortage if appraised on contemporary U.S.A, “decency” standards.

The 10,000,000 dwelling unit “actual” U.S.A, shortage is inefficiently adjusted for by doubling up,—by newly-marrieds living with parents, or by parents and relations living with for-some-time marrieds, or by temporary existence in sub-standard quarters. This compromise constitutes a condition tenable only under depressed inertia of “peace time” conditions. It also constitutes one major cause of world upheaval into “wartime” conditions

Successful defensive tactics therefore involve undoubling for effective deployment to decentralized production as well as martial bases. The actual shortage as well as a large portion of the potential shortage of dwelling units becomes, under war conditions, a stark No. 1 problem.

Can the “dwelling unit” construction industry meet this problem?

All time record dwelling unit construction in the U.S.A. was in 1925—894,000 units—the crafts, then still abundantly skilled by traditional apprenticeship, were nevertheless stressed to the limit of their productivity. Sixteen years interim construction depression has depleted the skilled ranks of that building business, an activity so utterly inefficient, by contemporary industrial standards, that it has only been kept from complete collapse by ten billions dollars of federal underwriting. So-called private construction activity has gone forward since 1933 only because of federal mortgage guarantee to the Issuing private lender.

Though now backed by billions more of federal defense funds most optimistic estimates of the builders promise only 575,000 dwelling units for 1941, all barracks and temporary shelters included. Even if realized this figure represents but 6% of the immediate “actual” necessity and 3.89% of the combined “actual” and “potential”, immediate defense requirement in the U.S.A, alone, whose population inturn represents but 7% of the now thoroughly uprooted world population. Uprooted man will not approach lasting peaceways until this housing problem is well along towards solution

To this now vital requirement craft building is obviously inadequate, irrespective of its possible virtues or demerits as a product.

In the last decade a possible total of a million timid and compromising dollars have toyed with “prefabrication” schemes, more for protection of business position than for faith in well earned success. None of these schemes has bettered 2000 units a year. They total well under ten thousand units in the decade. Possibly a score of such schemes are now being groomed for defense orders of which not one has been tooled up to a degree bordering on “Mass Production”^w None are simple efficient automatic tool products. All weigh many tons, where one ton of material is too much.

AN OUT

There exists a “going” operation now employed for other purposes which may be converted, with a minimum of ingenuity, to provide an immediate solution of the problem,—albeit distinctly humble ,but potential of progressive refinement, as production is amplified, gradually developing to standards far beyond the reach of “best” craft design.

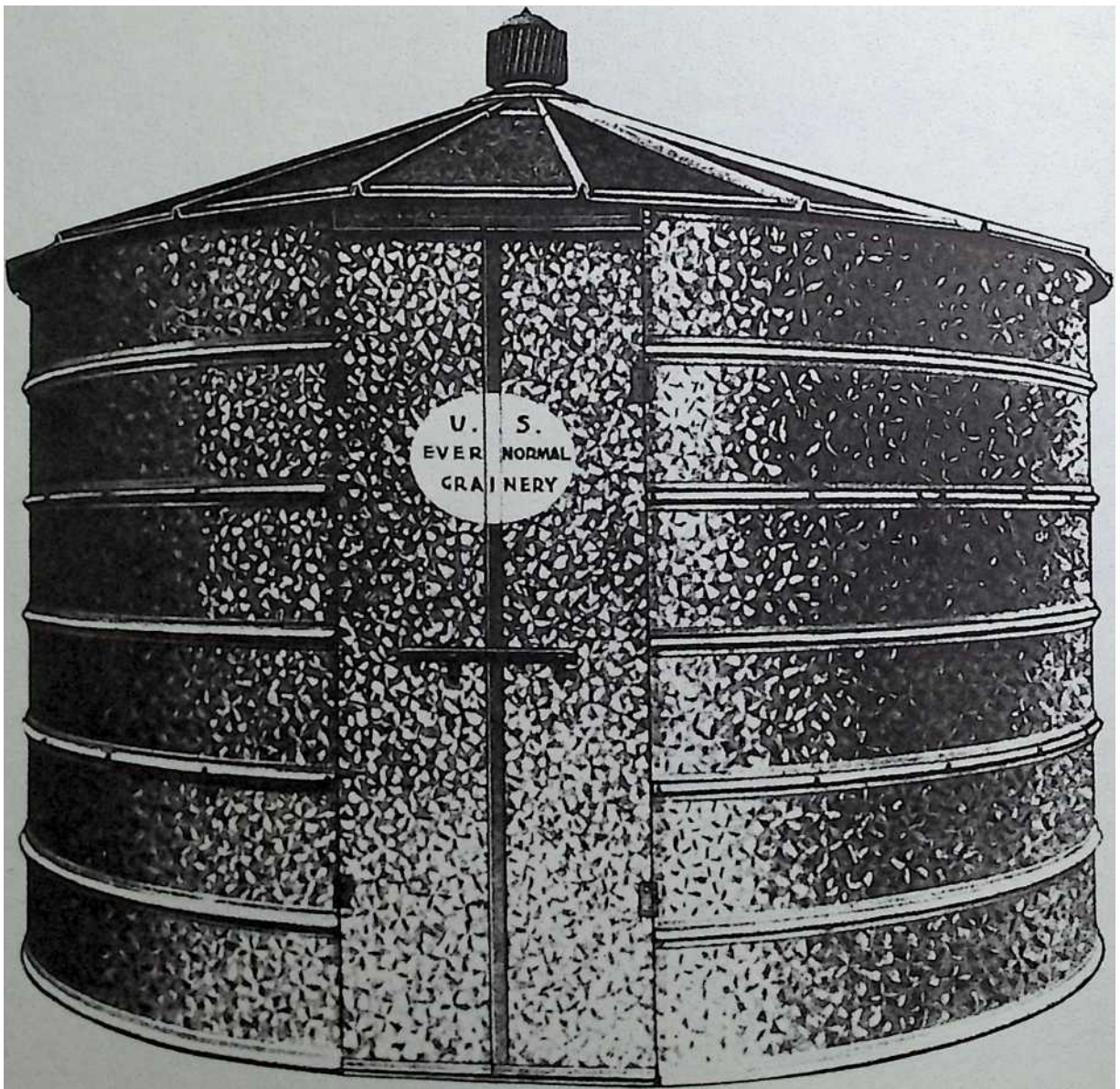
The solution consists of employment of light sheet steel in its most efficient design form, i.e., curved;—involves only conversion of galvanized (or painted) steel grain bins, which encompass not only ample volume of space for ready adaptation to dwelling units—but also the maximum cubage mathematically possible of enclosure for dwelling purposes with the least possible material.

Granted we admit, even if grudgingly, that this homely adaptation is feasible, it is then to be noted that 100,000 units can be delivered within the next six months and 100,000 a month thereafter (including all necessary dwelling adaptation changes) from one plant already tooled-up and now available.

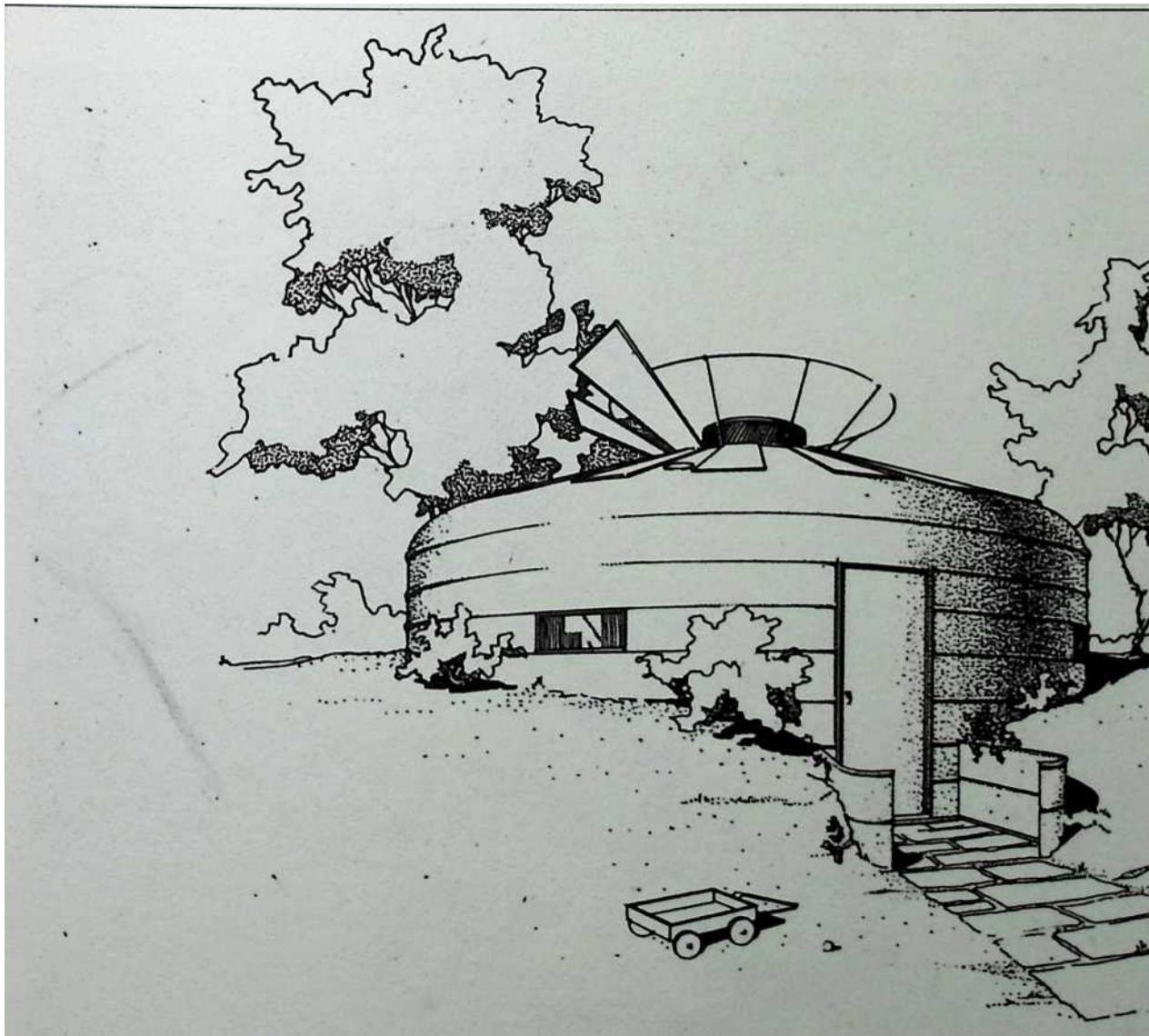
A Typical Galvanized Steel GRAIN BIN

With steel flooring this container is proof against fire, rodents and moisture. Its ventilator draws the excess moisture from grains such as corn, reducing the weight of the corn by 30%. Bins such as this thirty years old are still in good condition. The bin shown is 8 feet high and 10 feet in diameter. They are made in diameters up to 20 feet. In August 1939 the U.S. Government in its “Ever Normal Grainery” program ordered and received in sixty days twenty thousand 18 foot by 11 foot units and thus saved a super-bumper corn crop.

But the bin looks pretty crude as a house? Let us see what a little adaptation such as that which converts a truck into a station wagon may do.



DYMAXION DEPLOYMENT UNIT 1941 Model



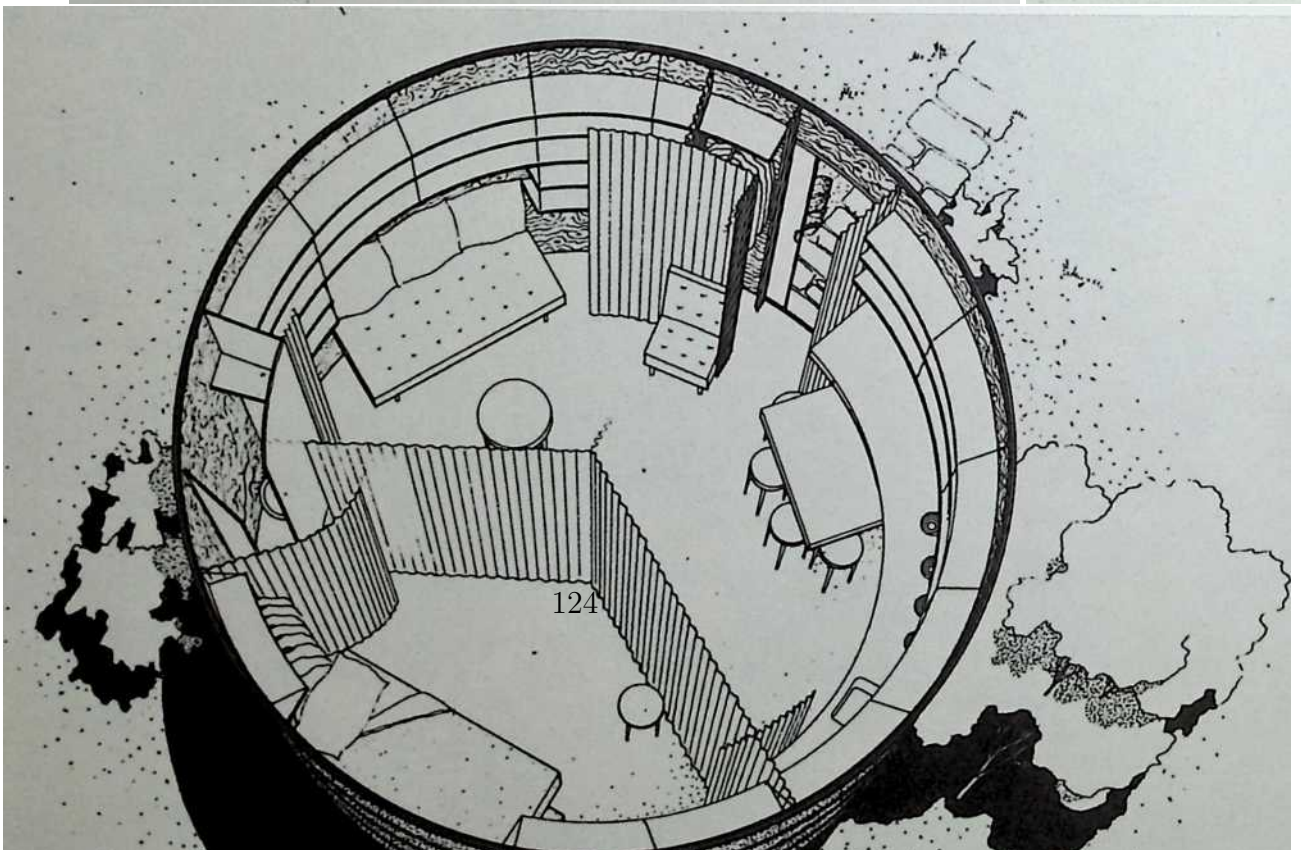
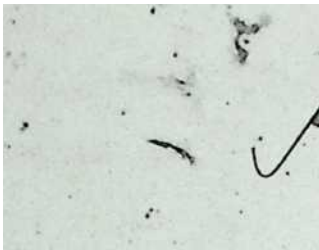
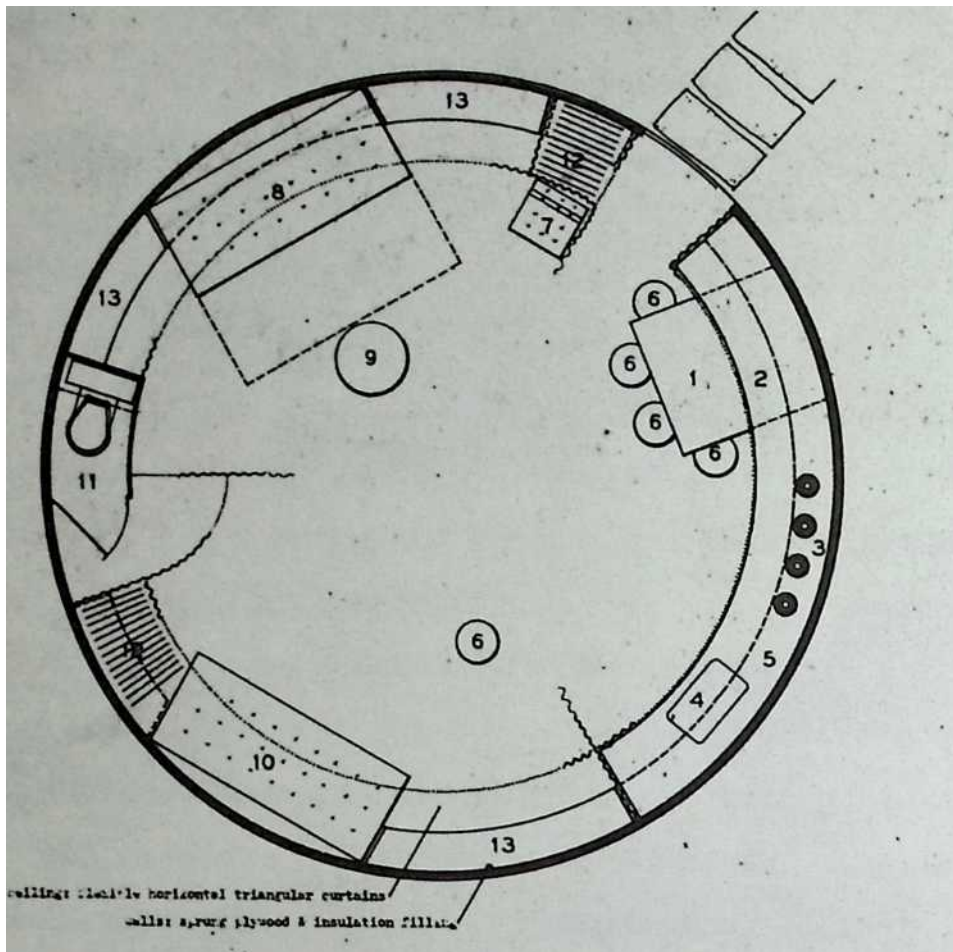
Here is a 20 foot diameter by 8 foot high bin conversion. It involves few basic manufacturing changes. All changes have been arranged for mass production. Excavating a circle 20 feet in diameter to a depth of one foot provides enough earth to enbank walls to 5j feet. The Dymaxion Deployment Unit is water tight at bottom thus making this method of obtaining insulation feasible—round houses retain interior temperatures 200% more efficiently than cubical houses. The round

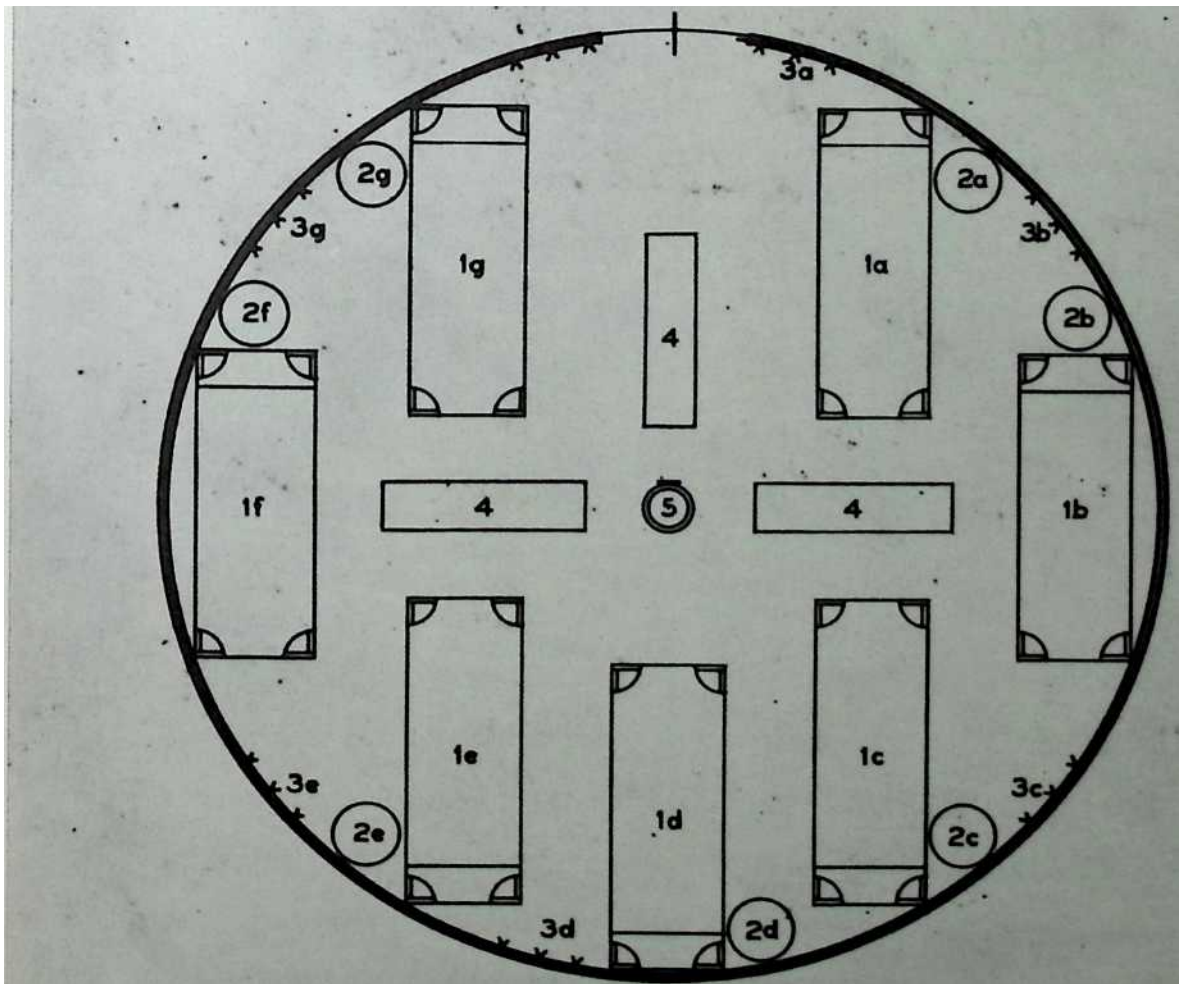
house also is the perfect shape for efficient air conditioning and for radiant heating. This unit is ventilated for nine occupants,—the roof panels open up like petals,—and are snap-locked to flying ring. Ring may also support camouflage netting or shading screen. Translucent plastic water tight roof panels let in light from above. But all panels may be closed for blackout without interrupting air circulation. The whole unit constitutes a scientific solution of atmospheric control by thermodynamic and aerodynamic technique, as with stratosphere planes, rather than by heavy walls. This enables midget heating units to maintain ideal temperatures.

LEGEND

1	SLIDING TABLE
2	COUNTER
3	HOT PLATES
4	SINK
5	SHELVES OVER
6	STOOLS
7	' CHAIR
a	STUDIO COUCH
9	TABLE
IO	BUNKS,*}
II	TOILET
12	CLOSETS •
13	SHELVES

TYPICAL SOLUTION FOR FOUR-PERSON FAMILY





LEGEND *:

1. COTS

On this and the following pages are shown bunk plans for single or double tiering of Dymaxion Deployment Unit where a maximum occupancy is desirable, such as in encampments of soldiers or workers who are fed and bathe at central structures and need only highly sanitary fire proof sleeping shelters, with enough additional room to stow their boxes and duffle bags. Such plans of high concentration are only sanitarly possible where air conditioning is provided as in the Dymaxion Deployment Unit.

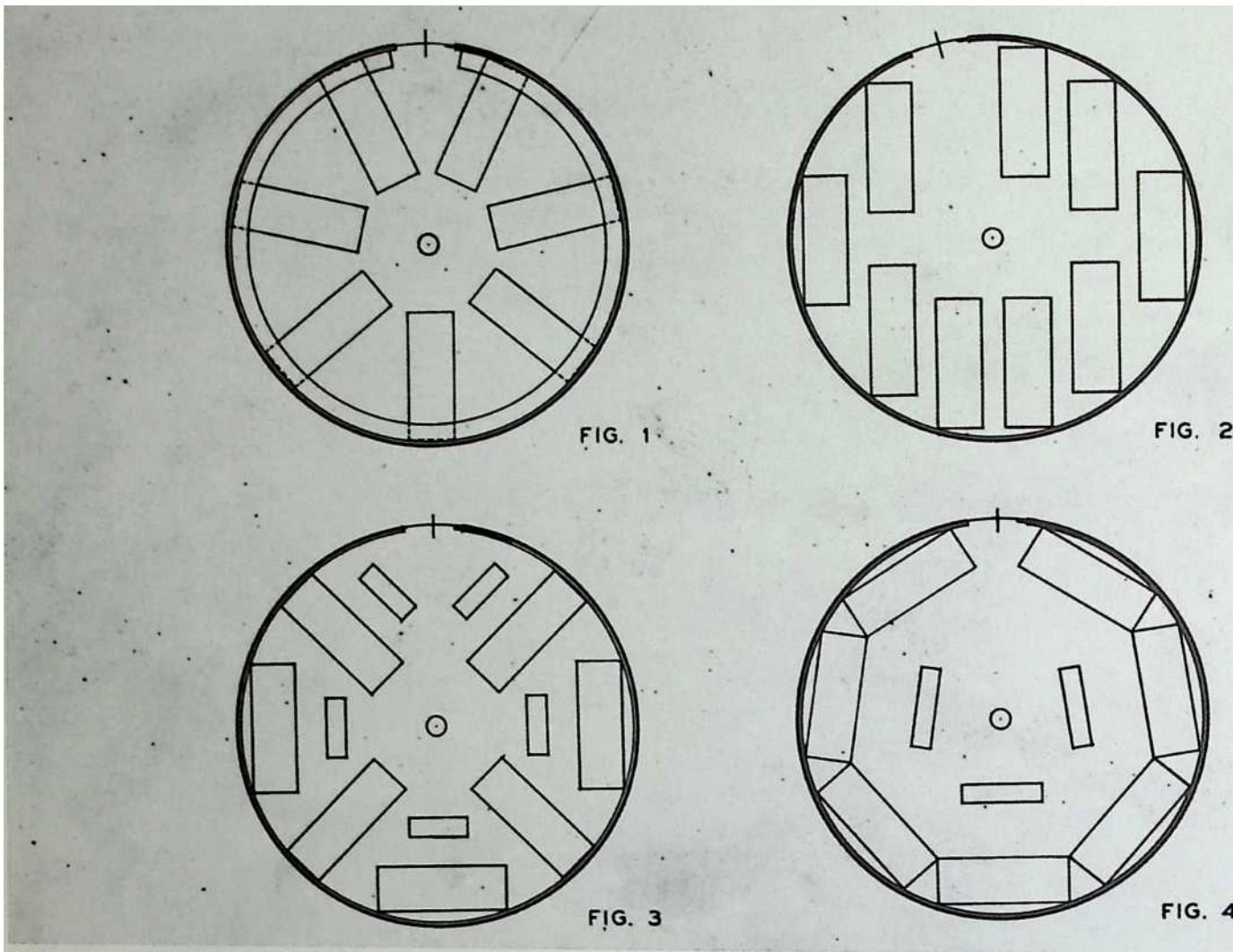
Such plans would be suitable for city evacuations to dispersed country sites to reduce national vulnerability to air attack.

2. DUFFLE BAGS

3. HOOKS

4. BENCHES

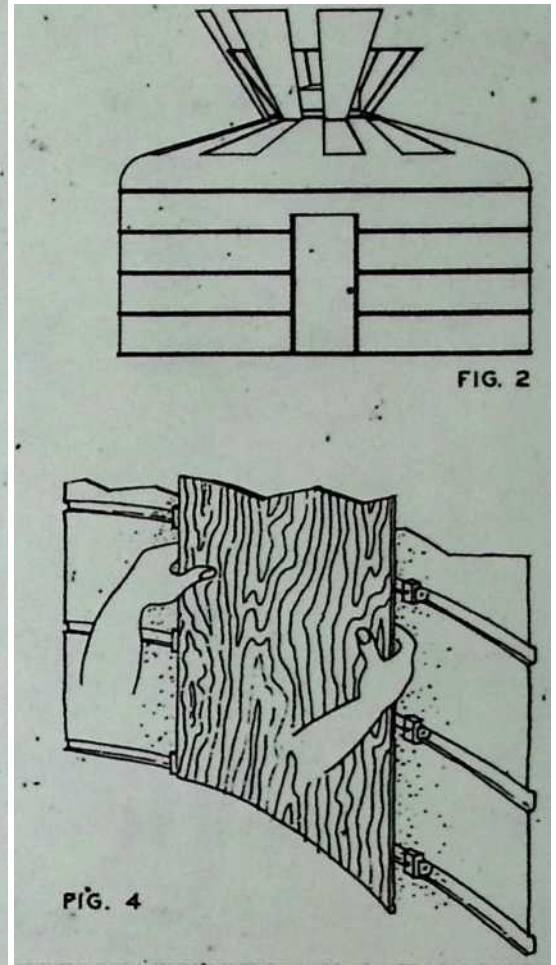
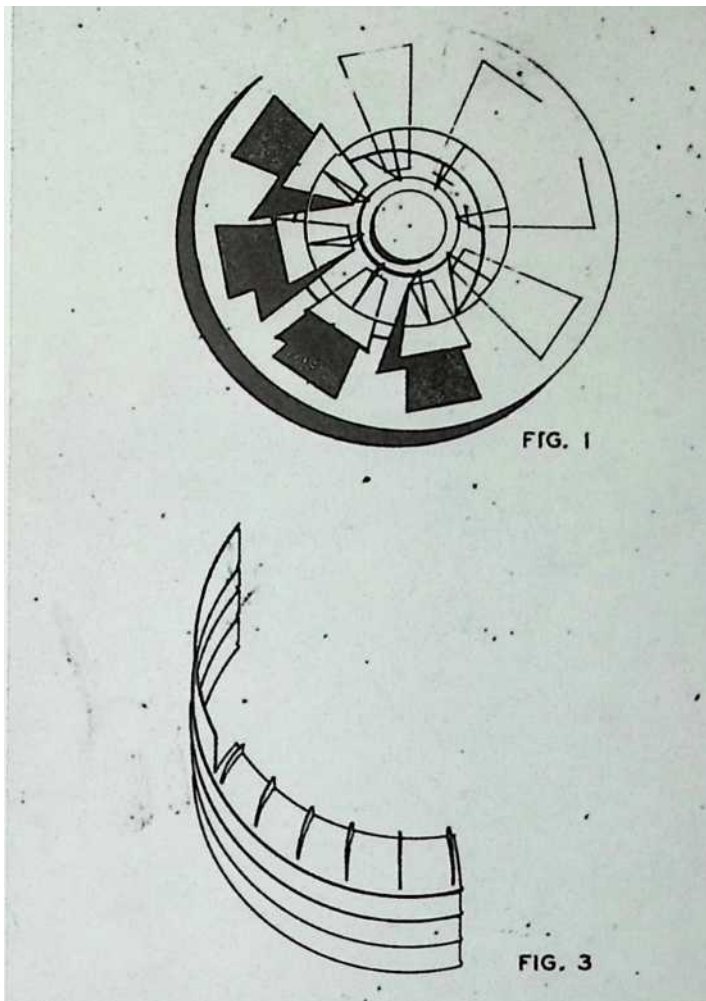
5. STOVE



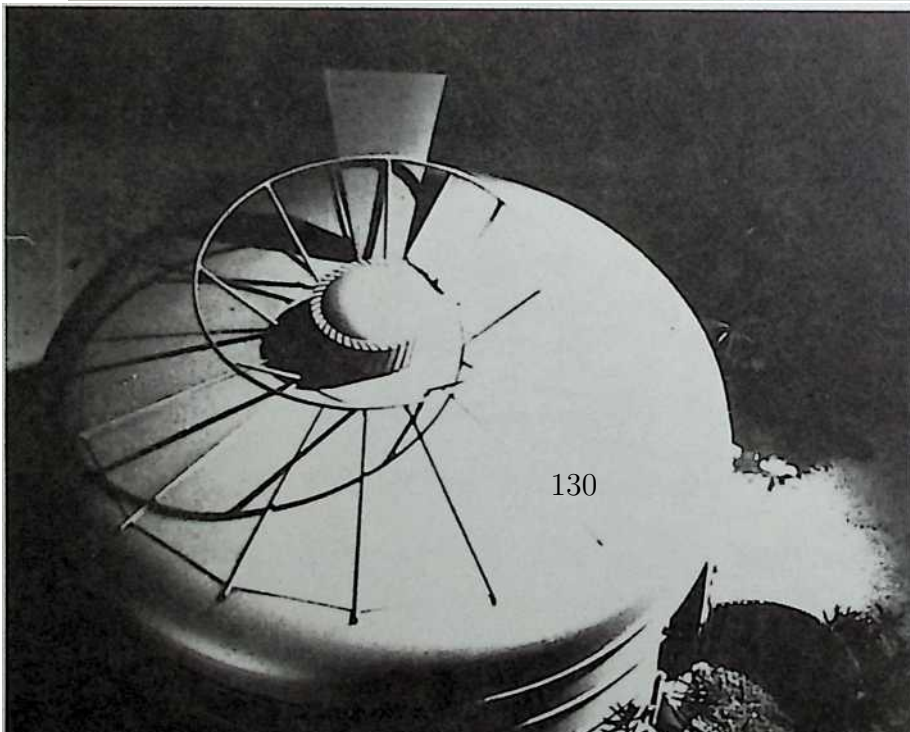
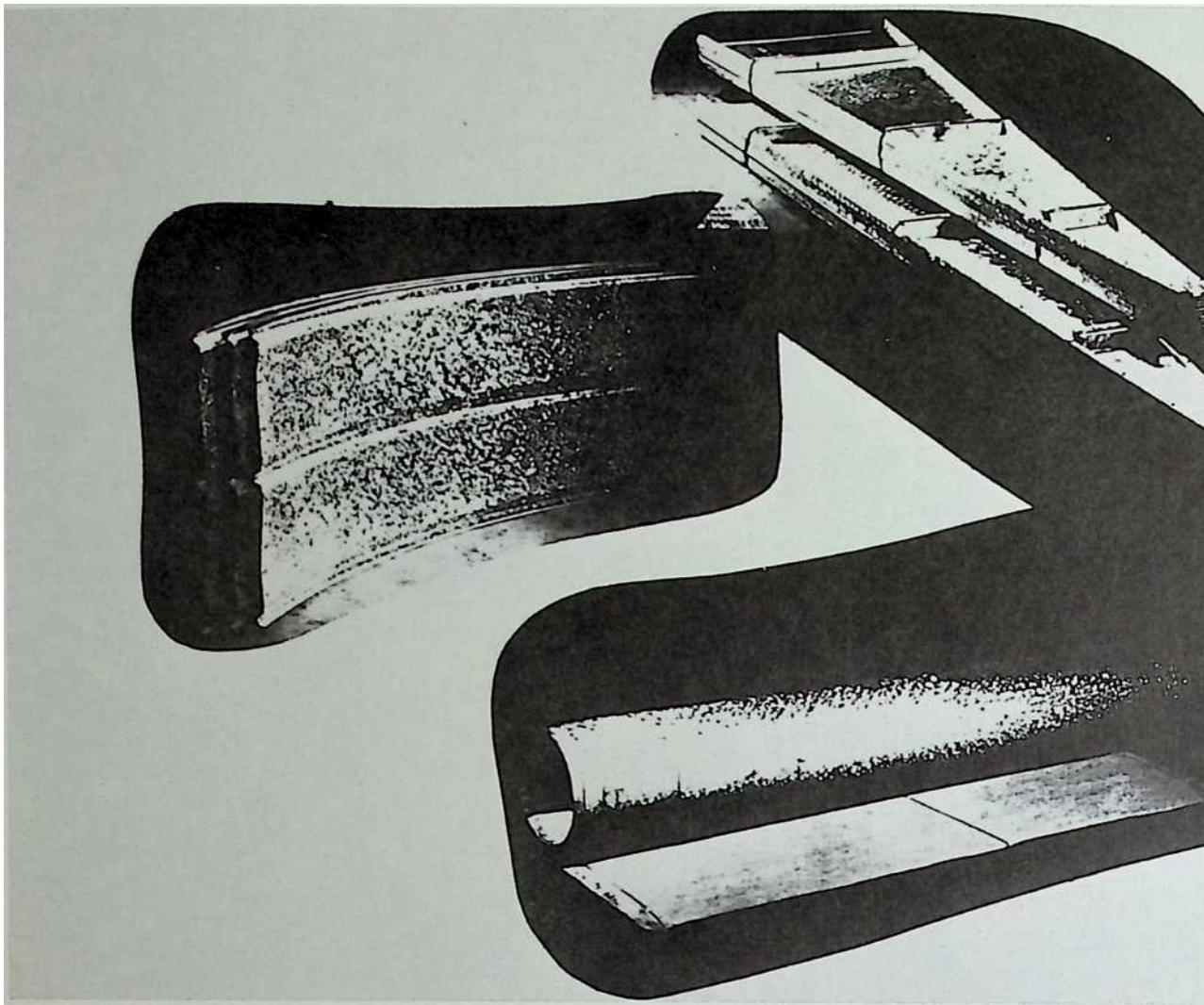
Here are the basic changes involved in converting Grain Bins into Dy-
maxion Deployment Units -

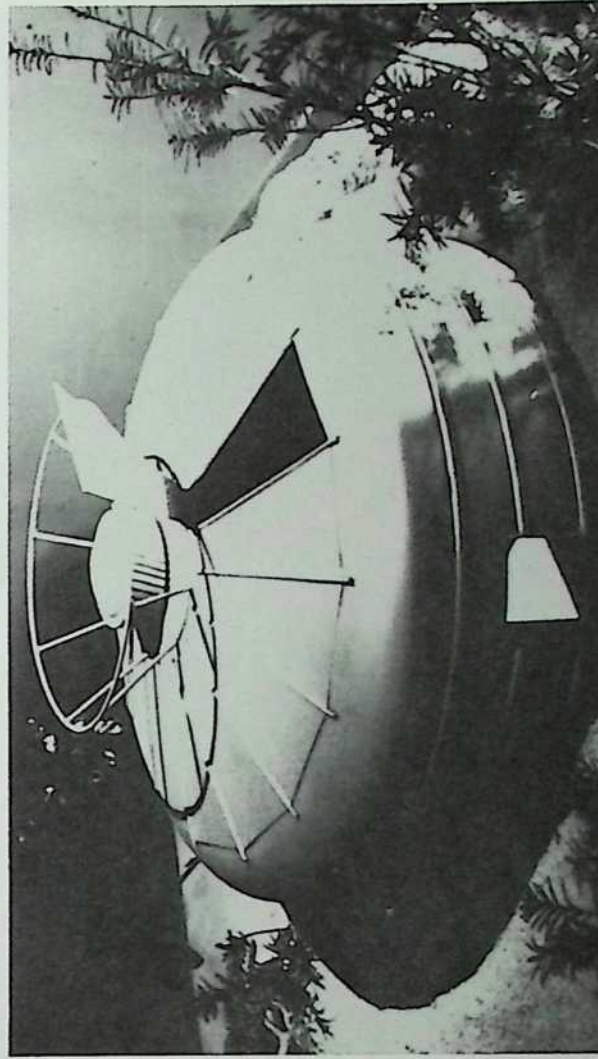
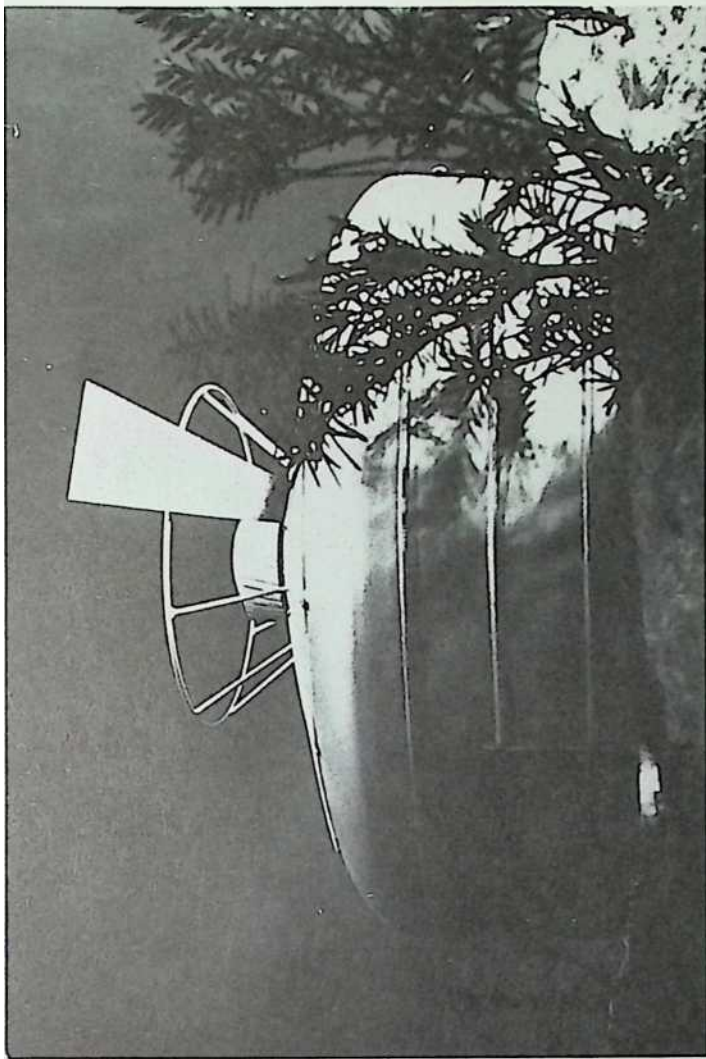
Figures One and Two show the roof petal and supporting ring in plan
and elevation. Every other roof panel "petals-up" to open roof;—dr
the openings are sealed against rain or snow by translucent reinforced
plastic panels double hinged with outer metal panels. All roof panels
are controlled by hand rod from within—this method of . daylighting
provides a brilliant studio light within.

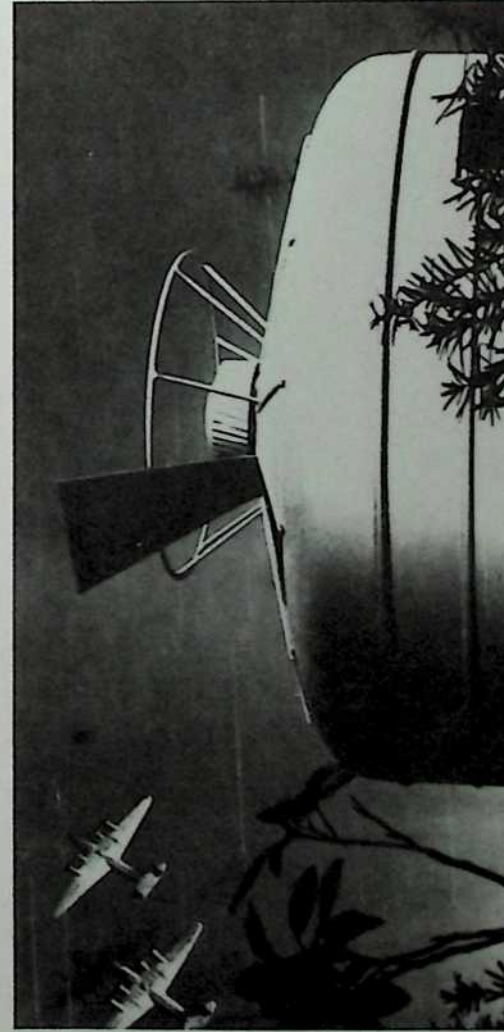
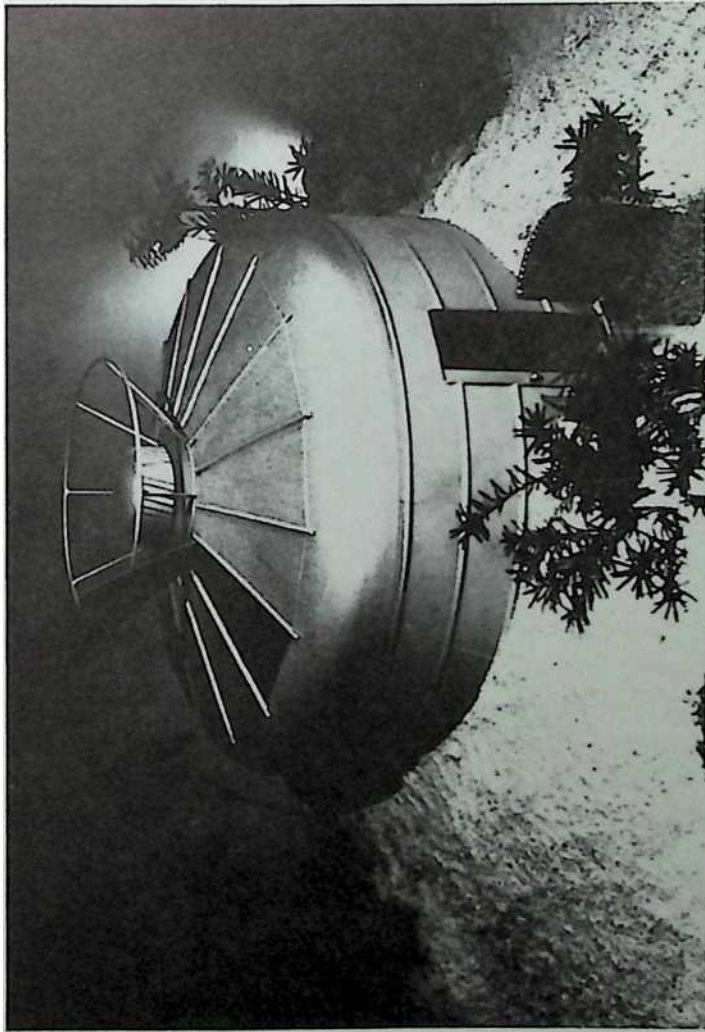
Figure Three shows the rounded hipping between side and roof panels which J reduces windage disturbance of interior temperature control to minimum. Round hip also eliminates telltale form shadow of eaves in camouflaging. Figure Four shows the novel method of snapping insulated plywood panels into place-3/16 inch ply is used which when sprung to conform to curve of exterior metal walls holds itself snugly in place by its own end pressure against wall bolts. The whole house is bolted together or may be unbolted by two men in three hours. Hay, crumpled news paper, and other cheap insulation may easily be stuffed into space between ply and metal walls.

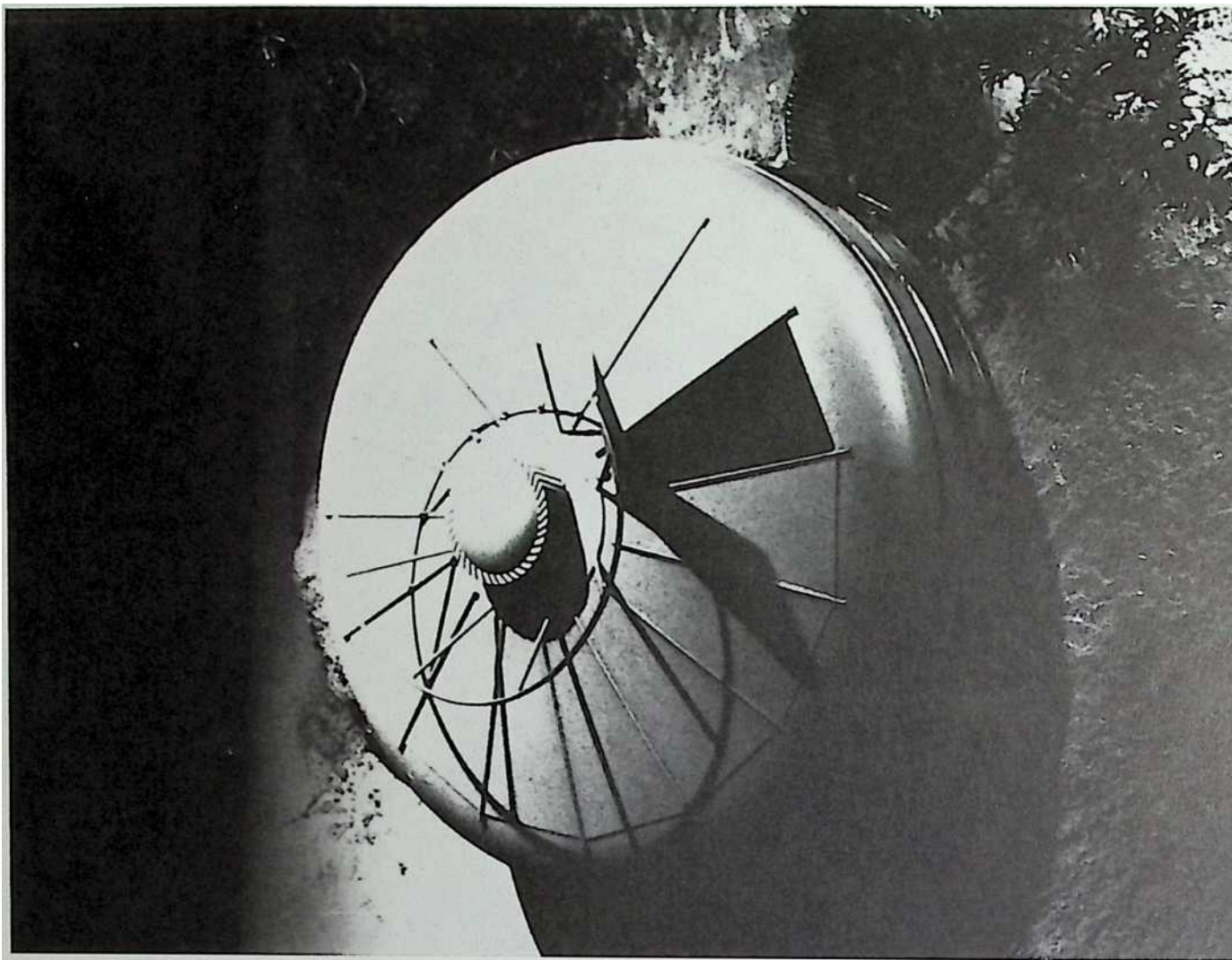


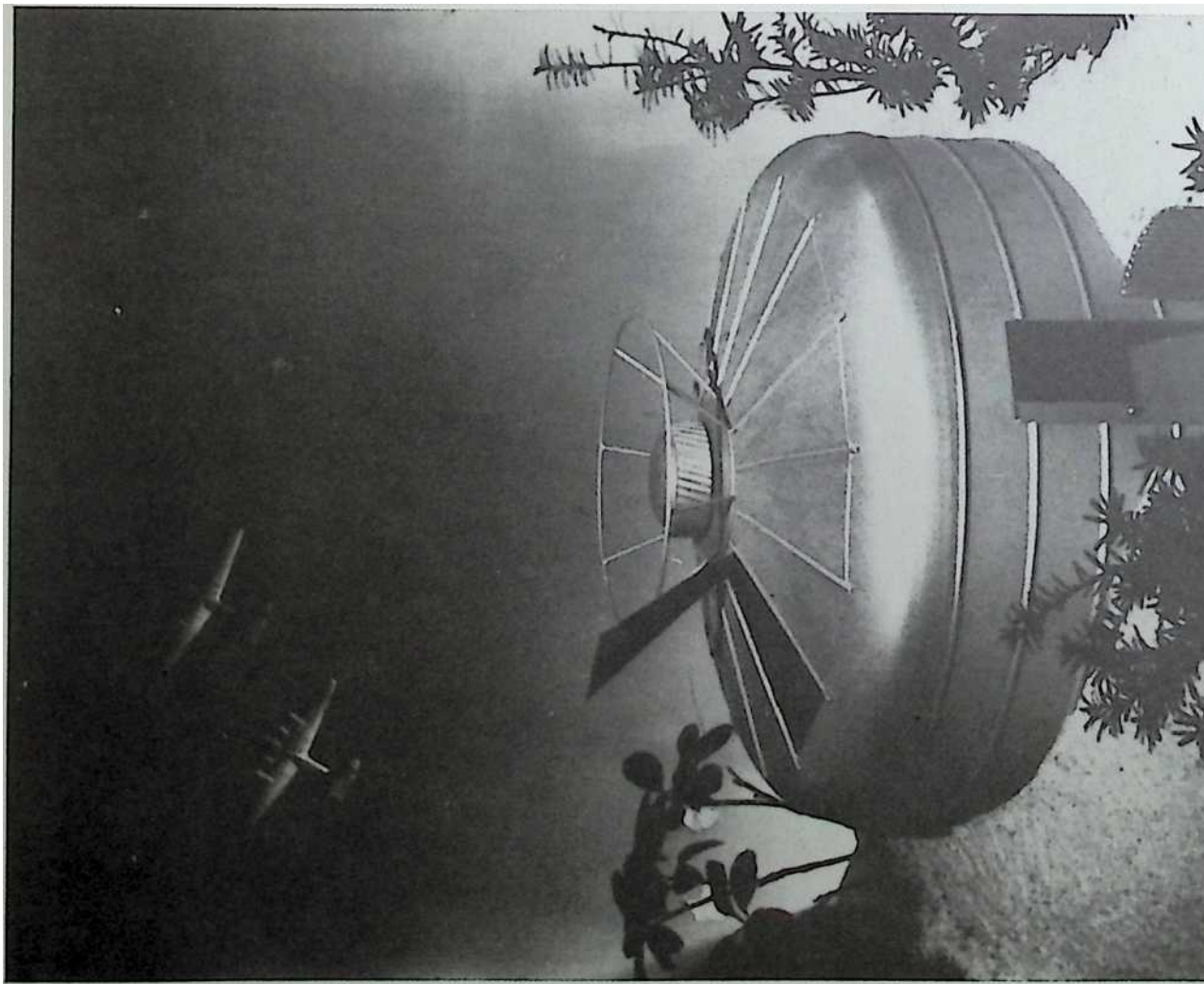
On the following page are shown pictures of the complete parts of the metal shell of the Pymaxion Deployment Unit nested and wired ready for shipping. A five inch stack of plywood, wire bound, and cartons containing the ventilator, top ring parts, bolts and nuts are all that are missing from these pictures. Together with the four bundles pictured they will weigh a total of about nine hundred pounds (bundled and packaged, ready to ship). One man can lift any bundle but the bundles of metal sides, roof panels, and the floor roll are best handled by two men.

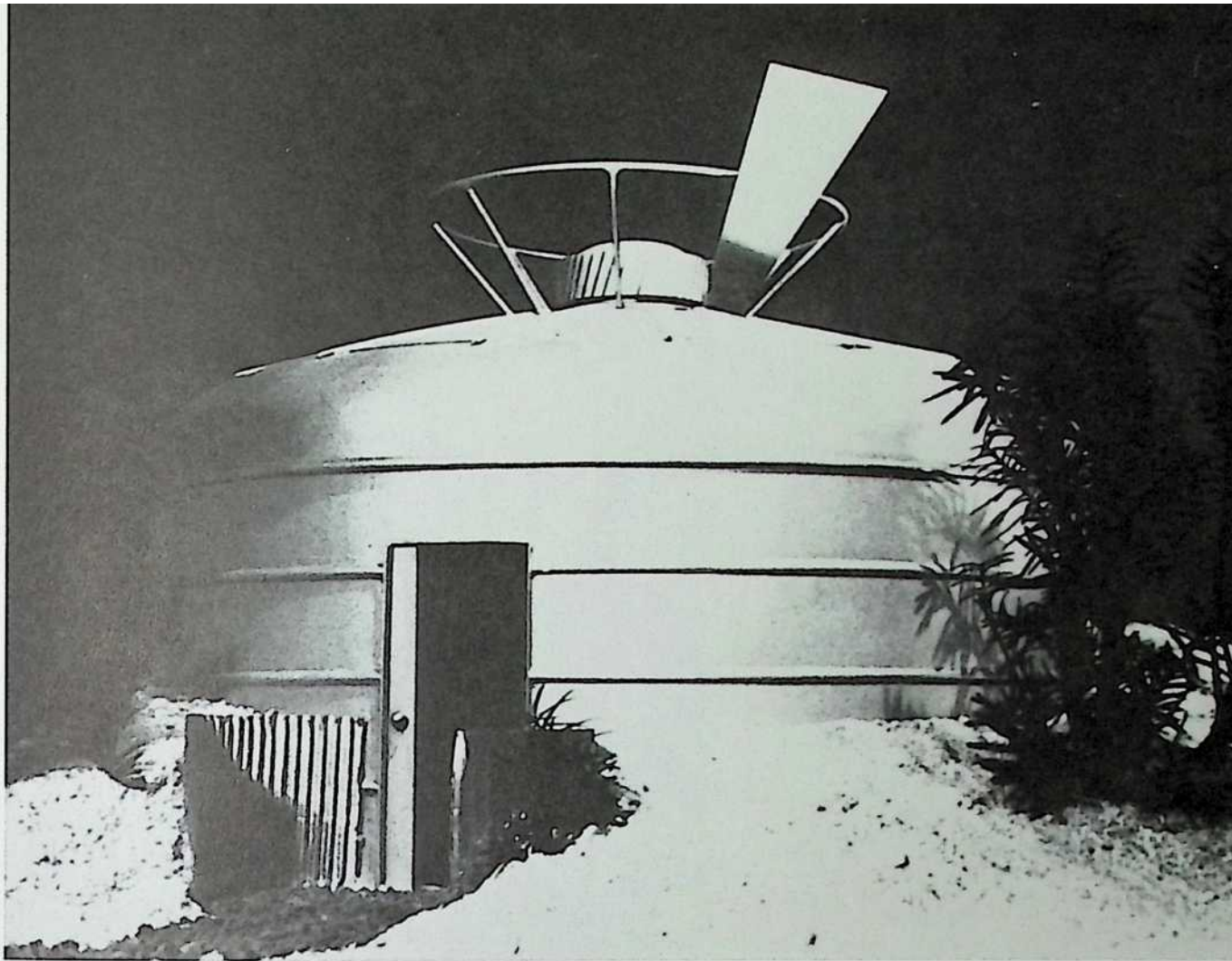




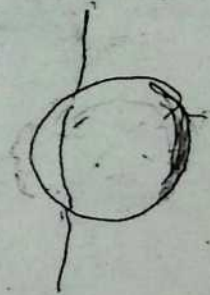








Camouflage



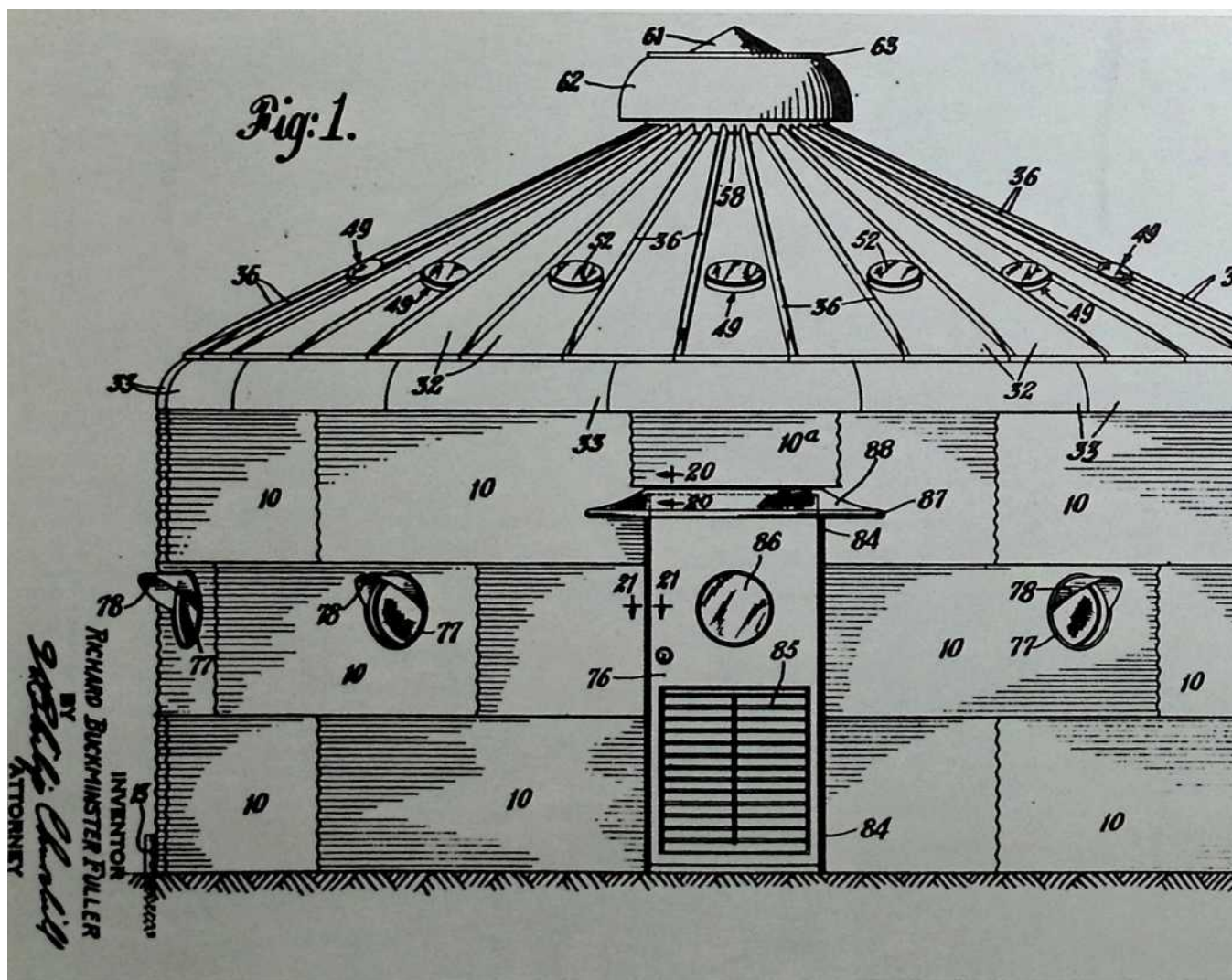
135

Ballistics

*small right angle surface
to missile*

The

Dymaxion Deployment Unit (Sheet) Patent Filed 3/21/41 Granted 3/7/44



March 7, 1944. r. b. fuller 2,343,764

BUILDINO CONSTRUCTION Filed March 21, 1941 10 Sheeta-Shoot 2

March 7, 1944. r. b. fuller 2,343,764

BUILDINO CONSTRUCTION Filed March 21. 1941 10 Sheota-Sh«et 3

March 7, 1944.

R. B. FULLER

BUILDING CONSTRUCTION

Filed March 21. 1941

2,343,764

10 Shoeta-Sheet 4

March 7, 1944.

R. B. FULLER

BUILDINO CONSTRUCTION

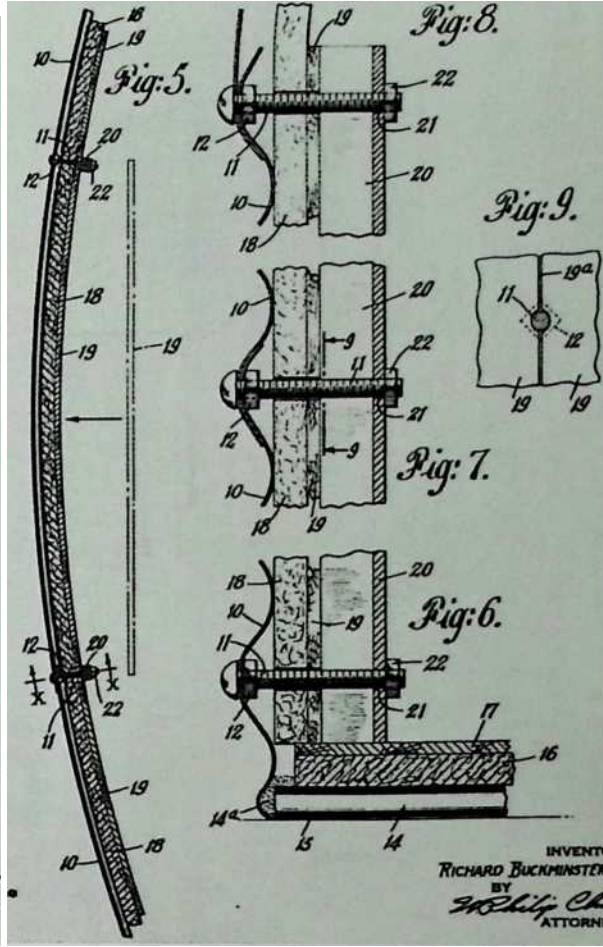
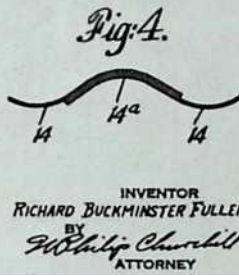
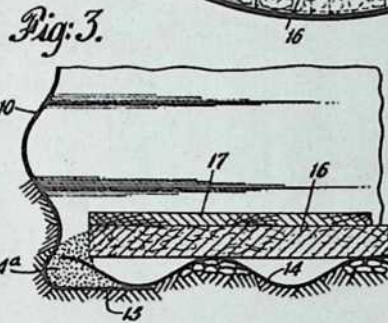
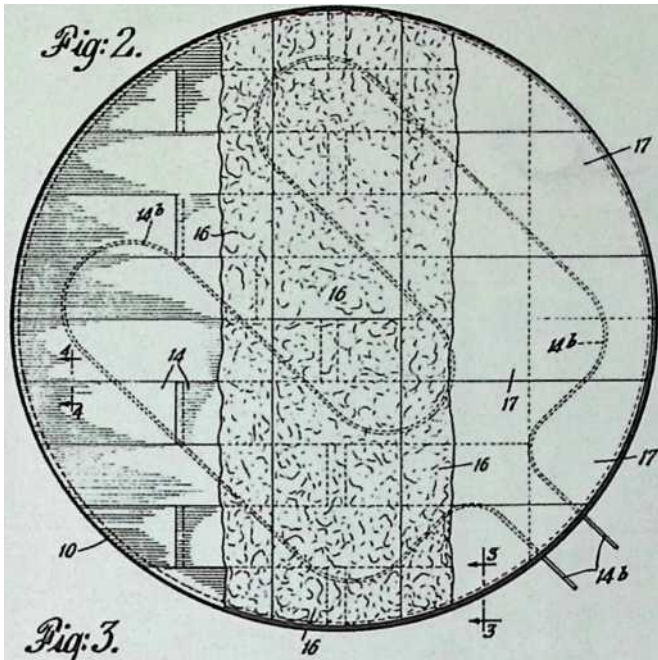
Filed March 21. 1941

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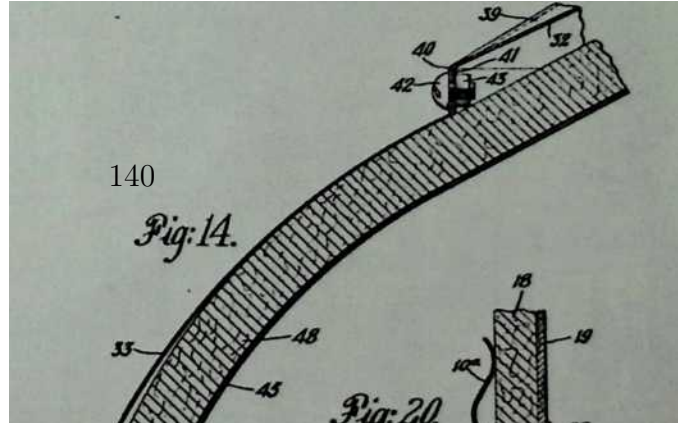
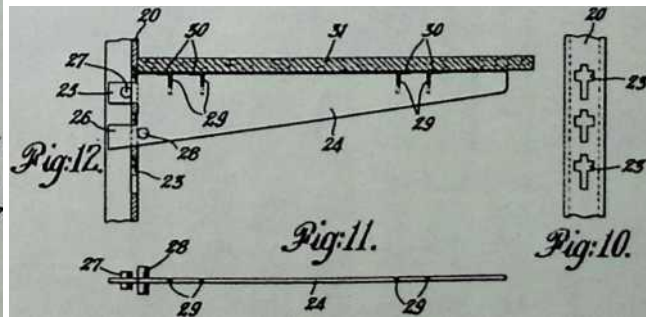
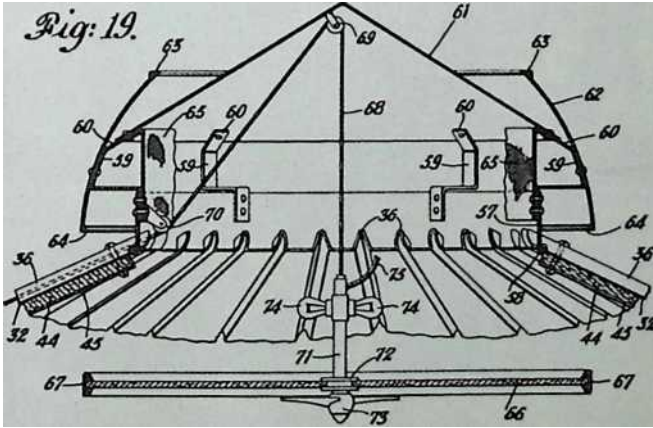
INVENTOR

Richard Buckminster Fulur



INVENTOR
 RICHARD BUCKMINSTER FULLER
 BY
 W. Phillips Churchill
 ATTORNEY

INVENTOR
 RICHARD BUCKMINSTER
 BY
 W. Phillips Churchill
 ATTORNEY



March 7, 1944-

**R. B. FULLER
BUILDING CONSTRUCTION
Filed March 21. 1941**

2,343,764

10 Sheets-Sheet 6

March 7, 1944. r. b. fuller 2,343,764

BUILDING CONSTRUCTION Filed March 21, 1941 10 Sheets-Sheet 7

March 7, 1944.

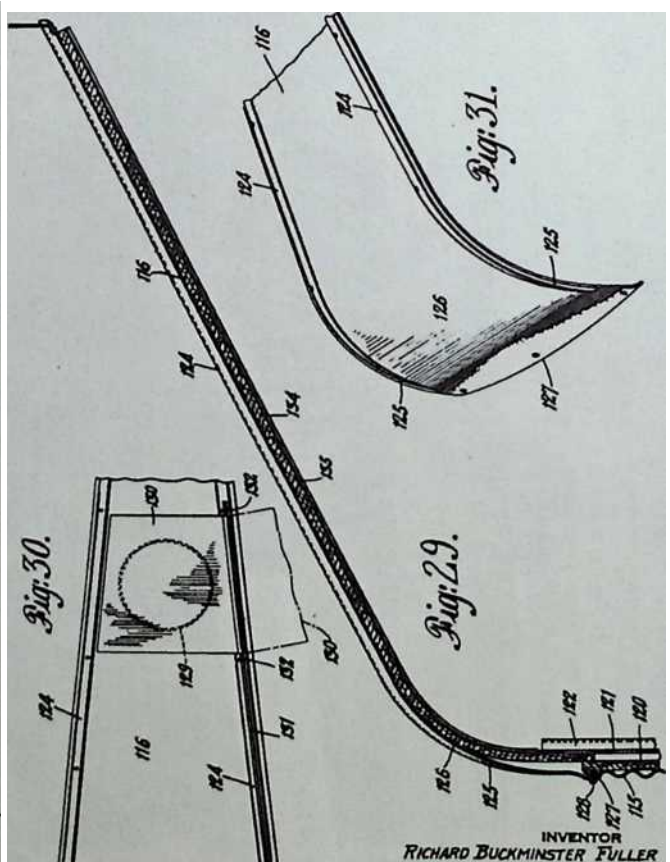
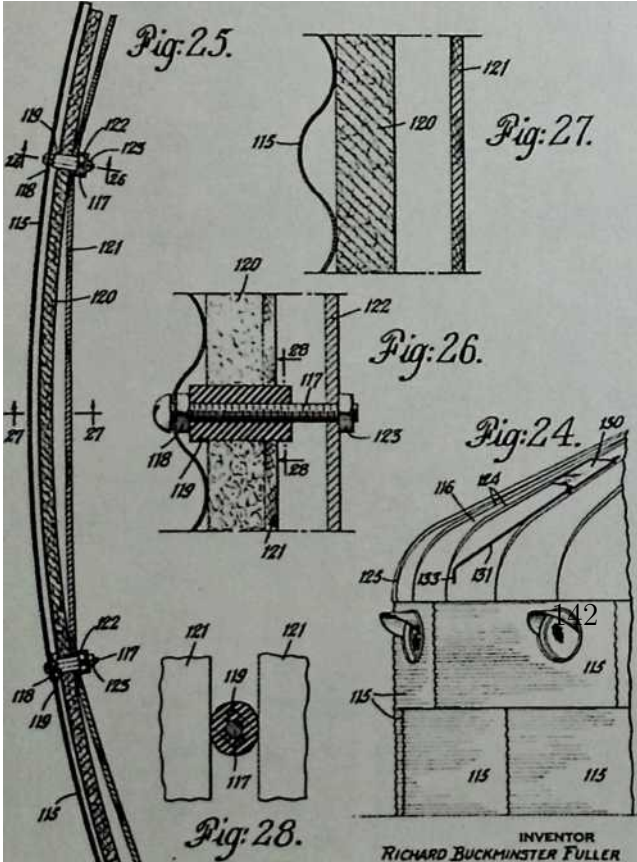
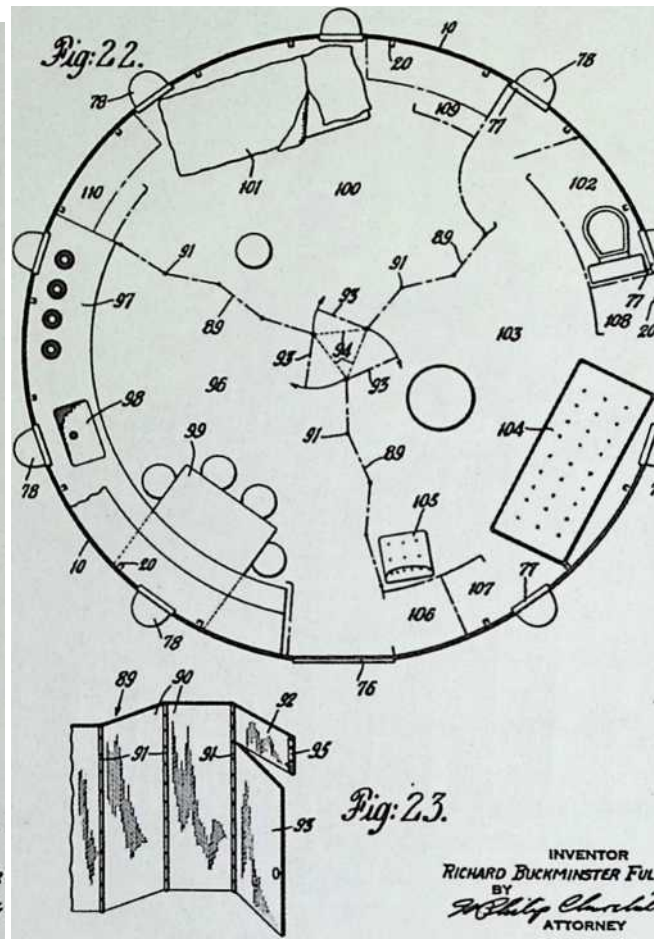
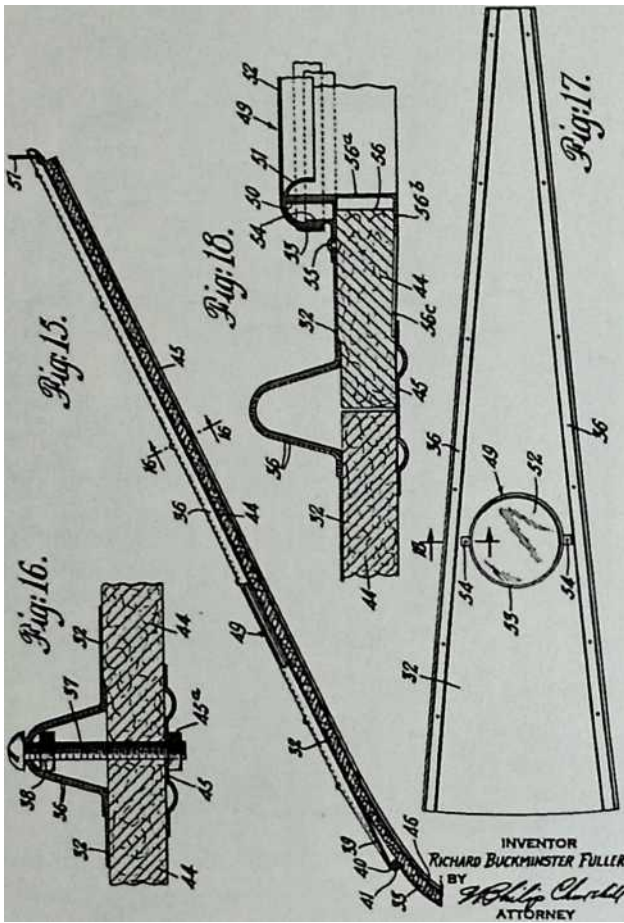
**R. B. FULLER
BUILDING CONSTRUCTION
Filed March 21. 1941**

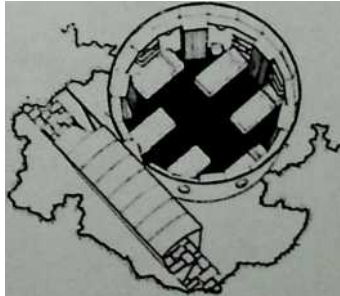
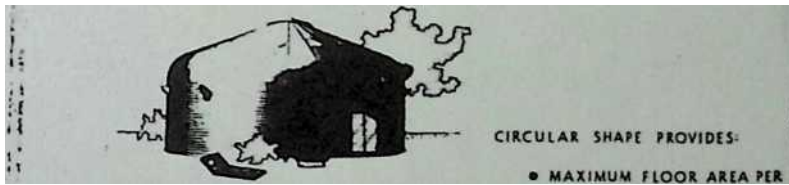
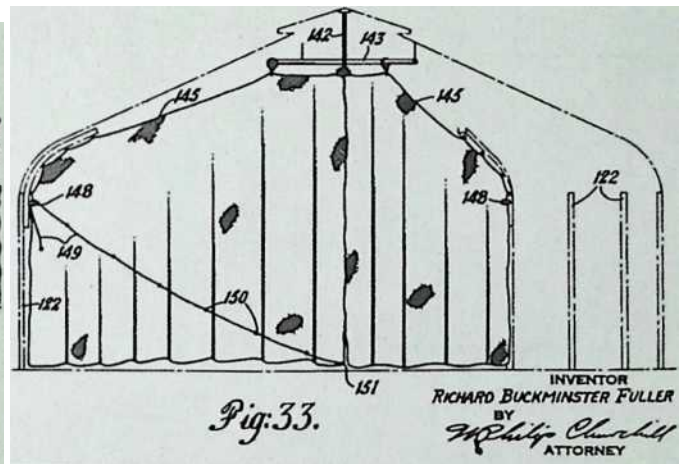
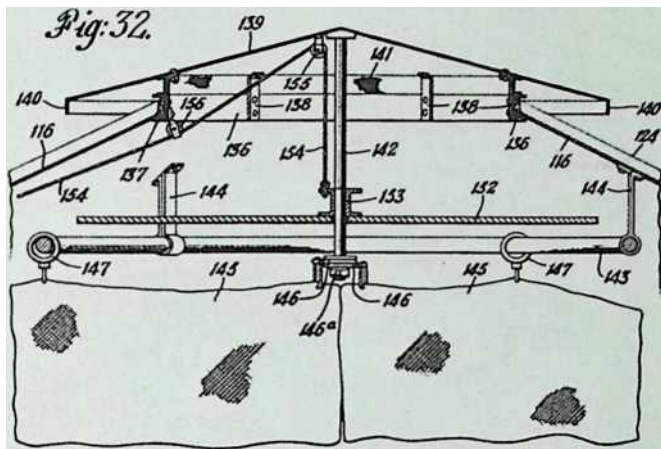
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10 Shoets-Sheet 8

March 7, 1944. r. b. fuller 2,343,764

**BUILDING CONSTRUCTION
Filed March 21. 1941 10 Sheets-Sheet 9**





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March 7, 1944.

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R. B. FULLER BUILDING CONSTRUCTION Filed March 21, 1941

10 Sheet-Sheet 10

MANNING PRINCIPLE THAT INSURE HEALTHFUL LIVING ENVIRONMENT i ”
 LIVING COND.TIONS FOR DEFENSE WORKERS
 THAT ADD TO HUMAN EFFICIENCY
 UNIT OF WALL LENGTH

- **MAXIMUM CUIAGE WITH LEAST MATERIAL**

BASIC UNIT

GROUP UNIT

"1,000,000 HOUSES FOR INDUSTRIAL DEFENSE WORKERS ARE
REQUIRED IMMEDIATELY"

C. f PALMER

DEFENSE HOUSING COORDINATOR

HANDICRAFT BUILDING METHODS HAVE FAILED BY 2,500,000
UNITS TO MEET PEACE-TIME DEMANDS

TO MEET DEFENSE QUOTAS INDUSTRIALIZED HOUSING PRODUC-
TION METHODS ARE NECESSARY

SUCH METHODS ARE BEST SUITED TO THE DEVELOPMENT OF A NEW
EMERGENCY UNIT TO PROVIDE¹

PLANNED PERFORMANCE INDICATED

BY BASIC UNIT CHARACTERISTICS

PLANNING PRINCIPLES THAT INSURE

HEALTHFUL LIVING ENVIRONMENT

OPTIMUM LAND USE AT MINIMUM

EXPENDITURE FOR IMPROVEMENTS

WELL PLANNED COMMUNITIES AT NO

SACRIFICE OF SPEED

ADVANCED PROVISION FOR ULTIMATE

DISPOSAL OF EMERGENCY UNITS

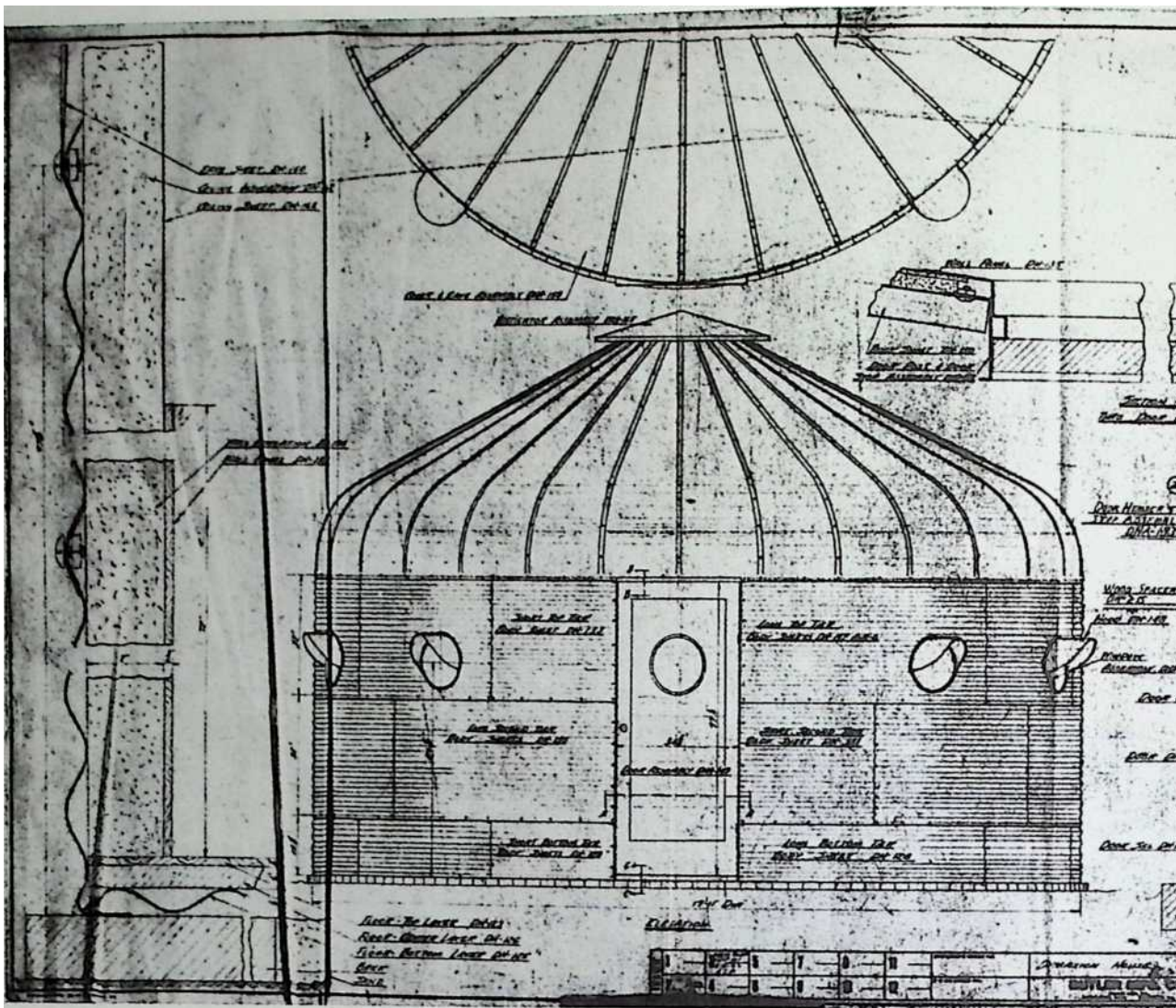
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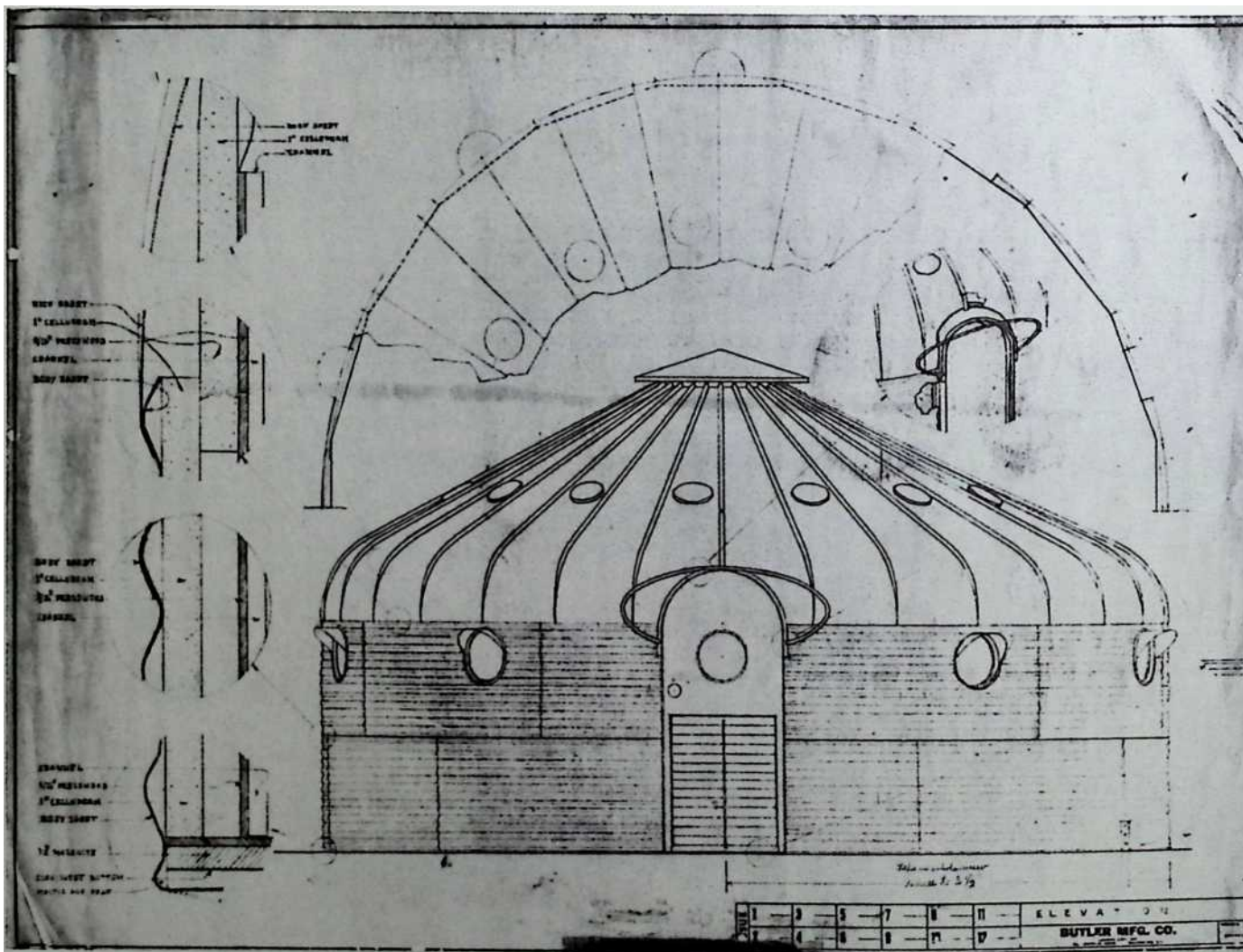
THE DYNAMION DEPLOYMENT UNIT. FIRST TO BE VOLUME-
PRODUCED BY ADVANCED INDUSTRIAL TECHNIQUE MEETS THESE
REQUIREMENTS

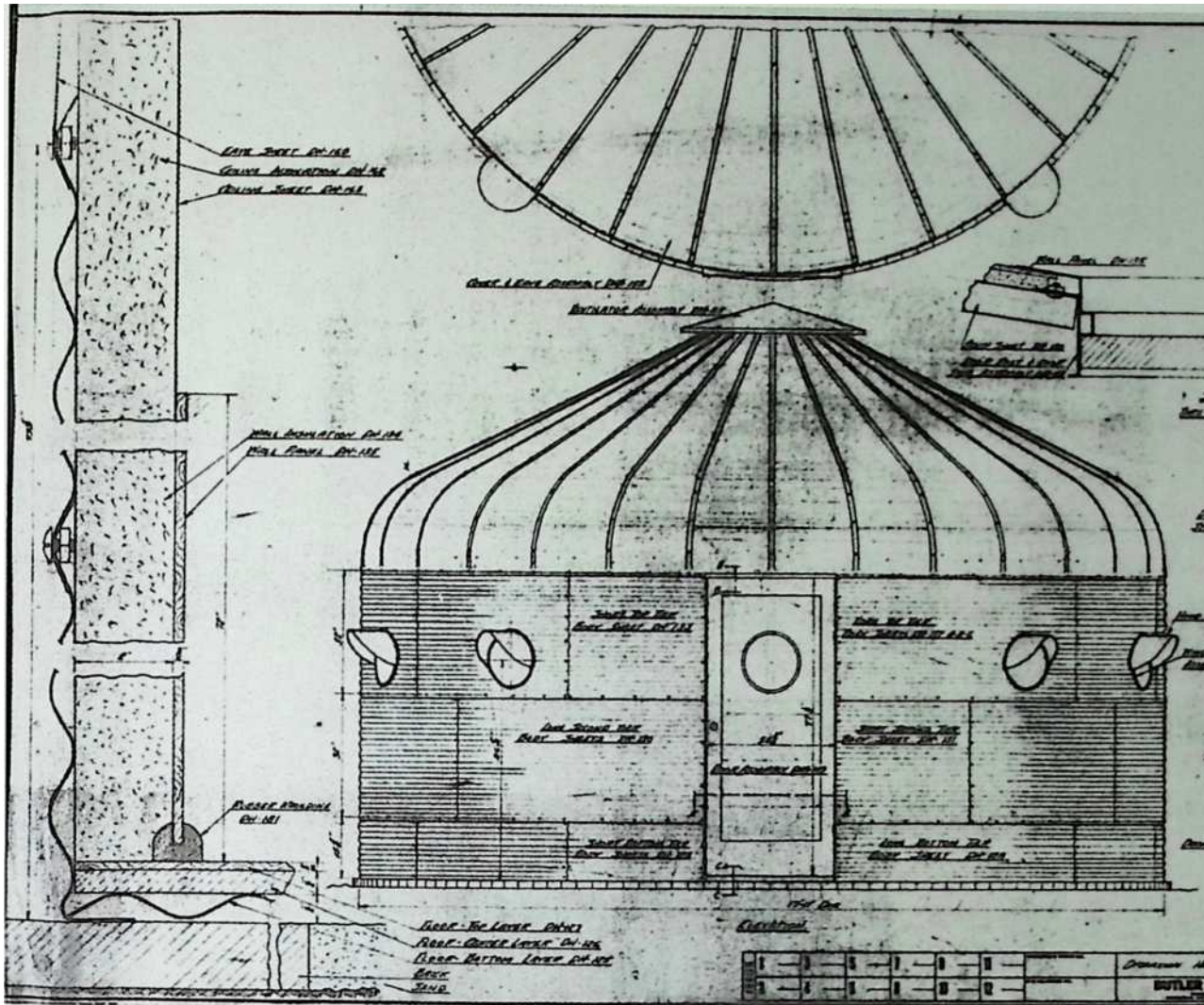
- **ATMOSPHERIC CONTROL BY THERMODYNAMIC AND AERO- DYNAMIC TECHNIQUES**

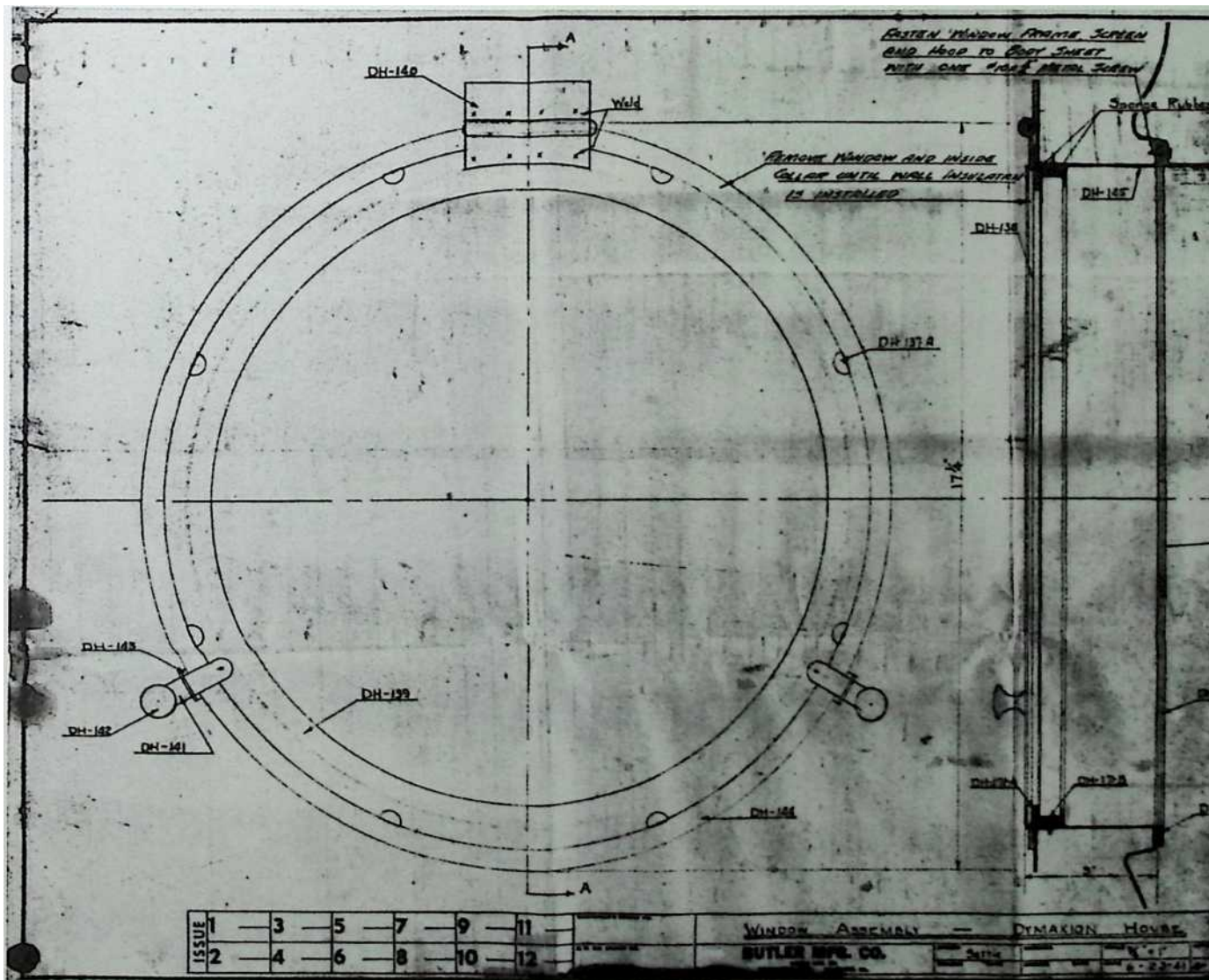
SPECIFICATION

- **STRUCTURE INTEGRAL WITH COVER SECTIONS**
- **FINISH SHOP BAKED ZINC OXIDE ON GALVANIZED STEEL**
- **WEIGHT. 3200 POUNDS COMPLETE**
- **INSULATION r FIREPROOFED FIBRE BLANKET**
- **NATURAL LIGHT 60 EFFECTIVE SQ FT.**
- **VENTILATION 31 SQ FT ¹ ;**



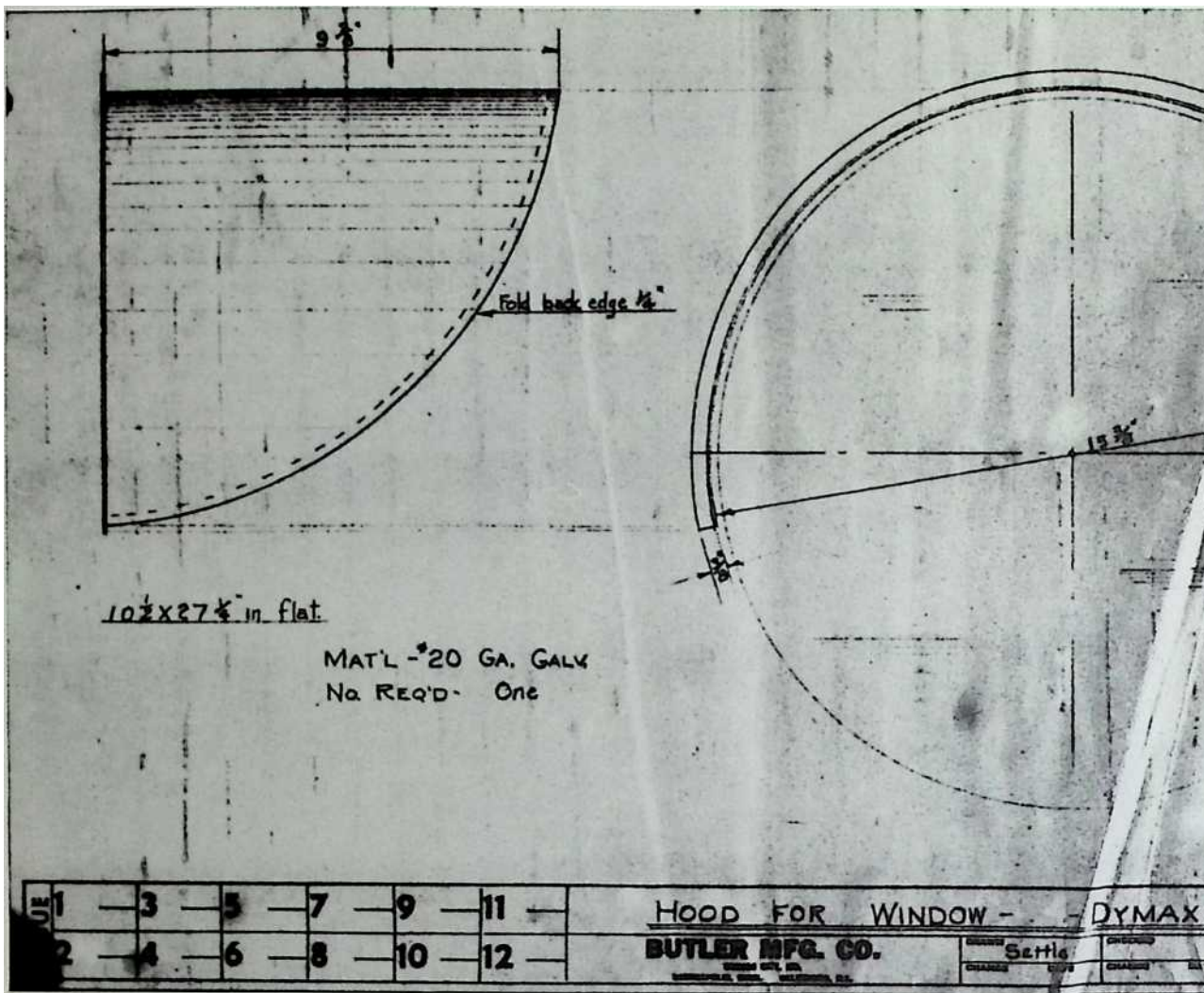






ISSUE	1	3	5	7	9	11
	2	4	6	8	10	12

WINDOW ASSEMBLY — DYNAMION HOUSE
 BUTLER MFG. CO.



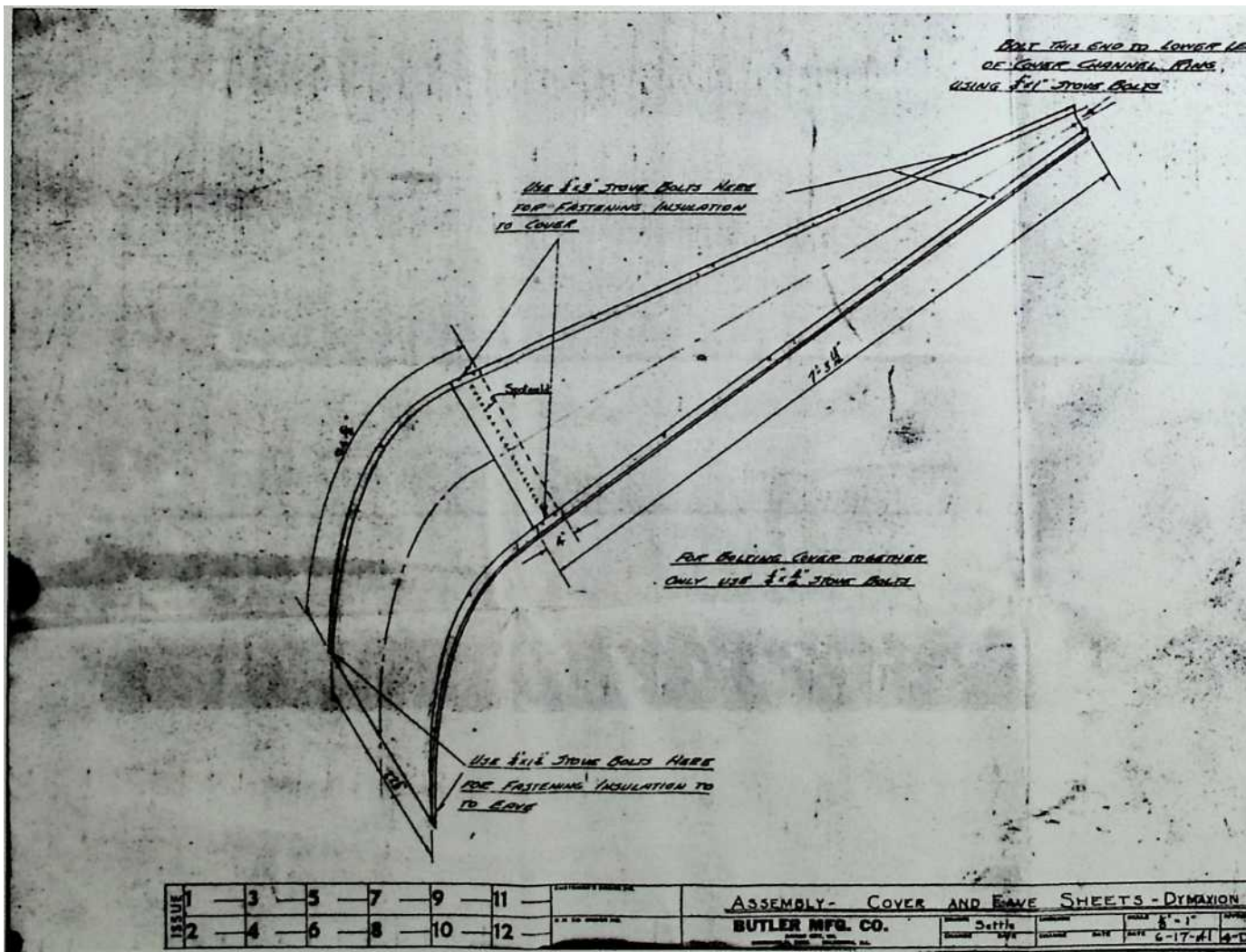
10 1/2 x 27 1/2 in. flat.

MAT'L - 20 GA. GALV
 No REQ'D - One

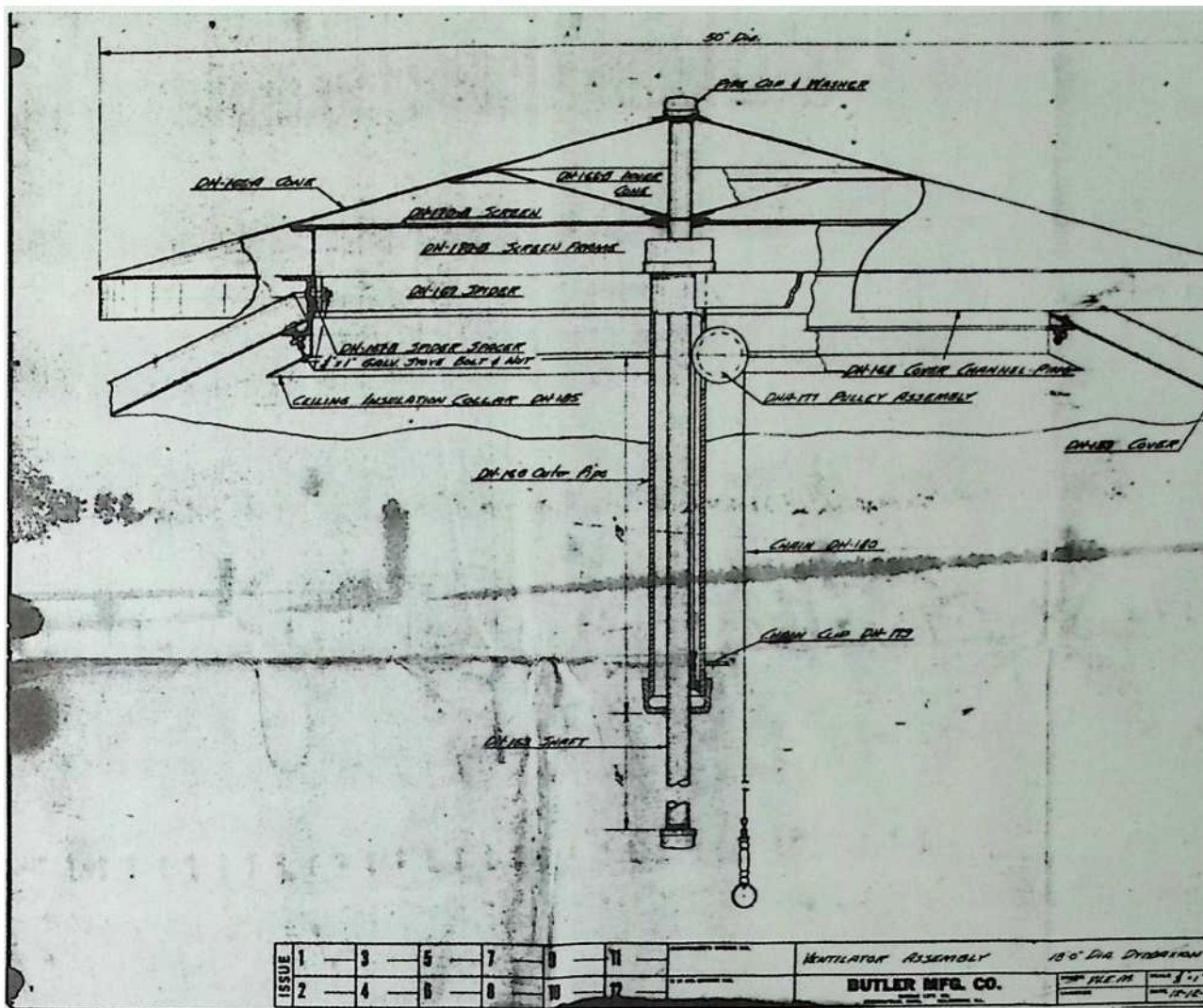
51	3	5	7	9	11
2	4	6	8	10	12

HOOD FOR WINDOW - DYNAMAX
 BUTLER MFG. CO.
 BUTLER, MISSOURI
 BUTLER, MISSOURI

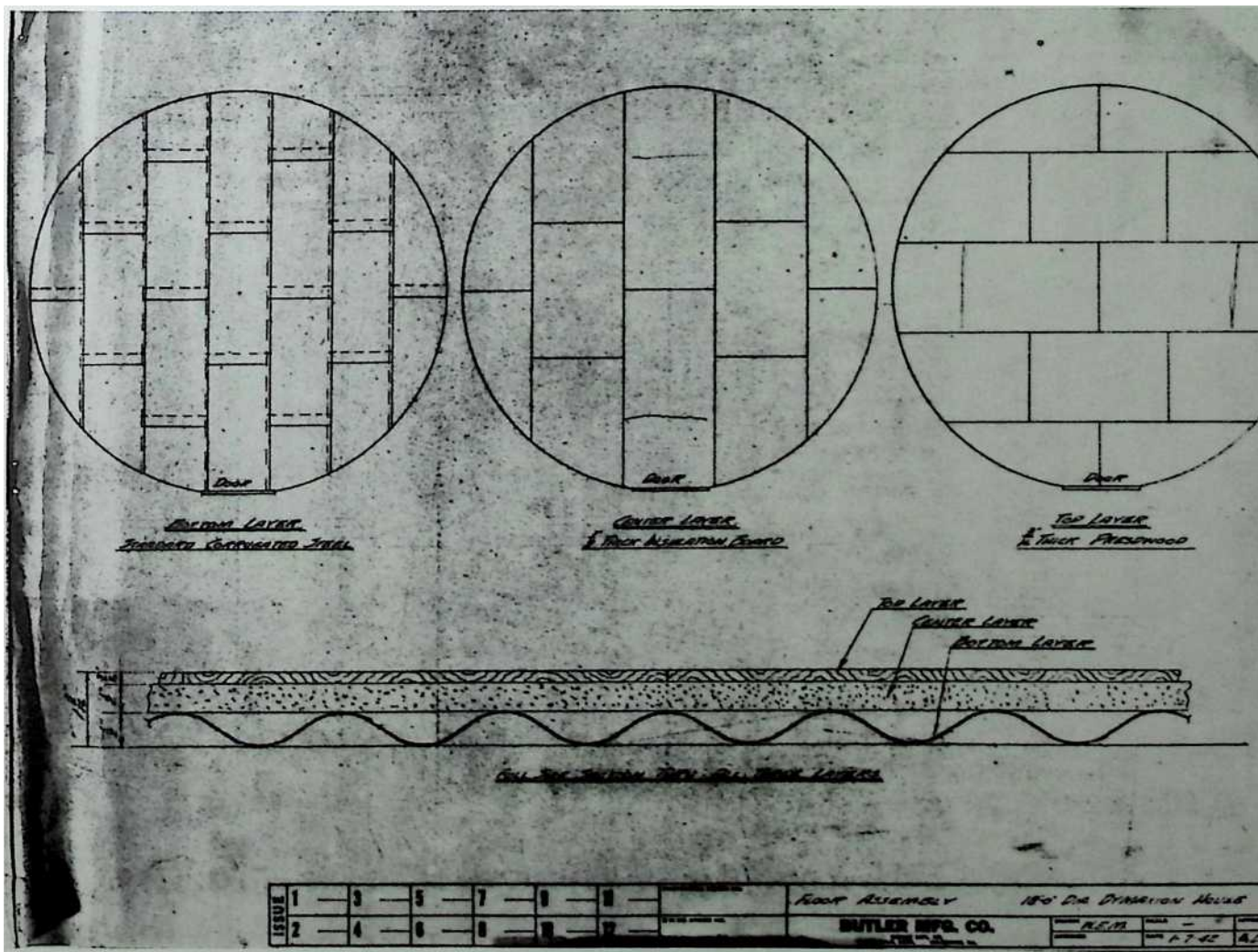
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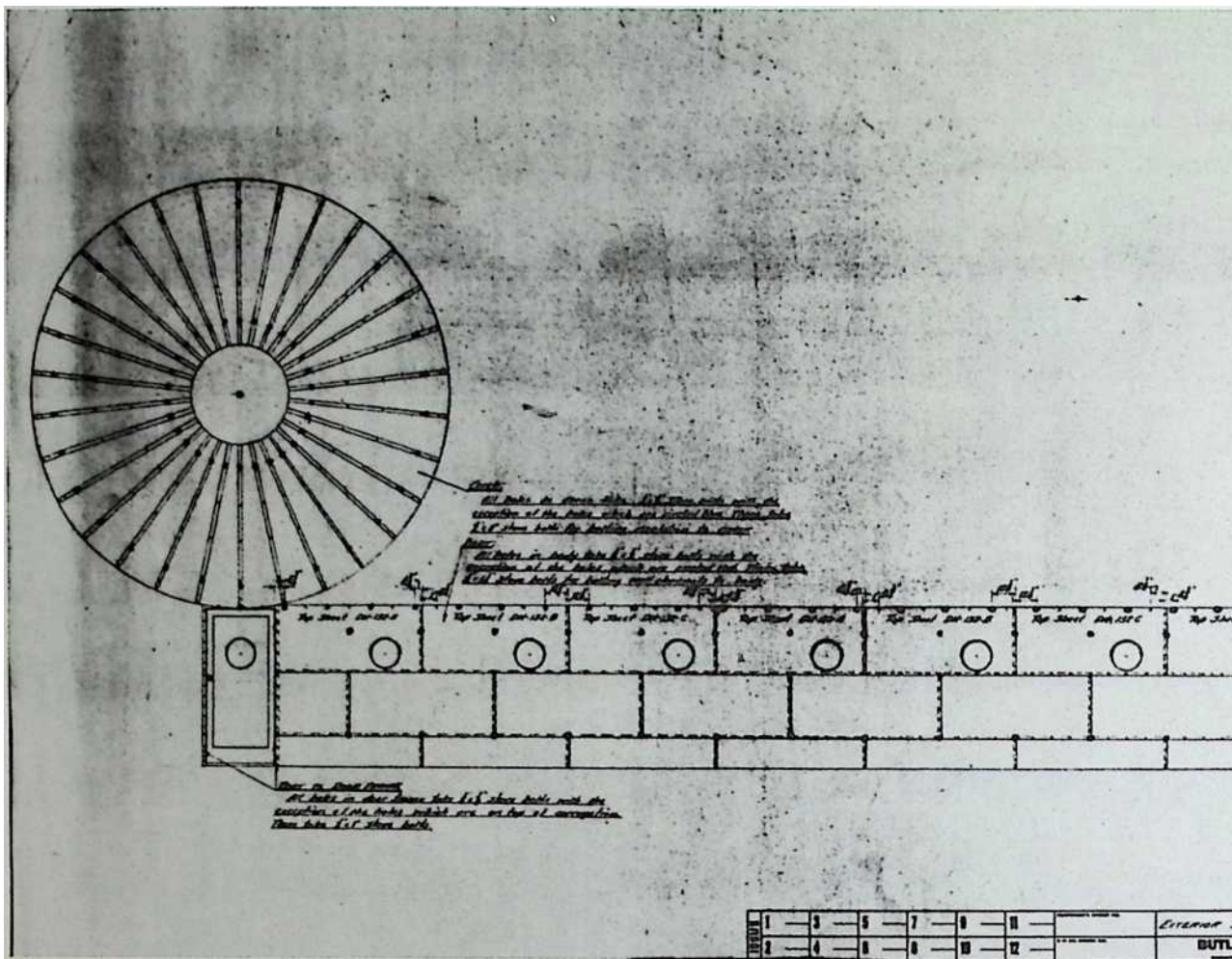


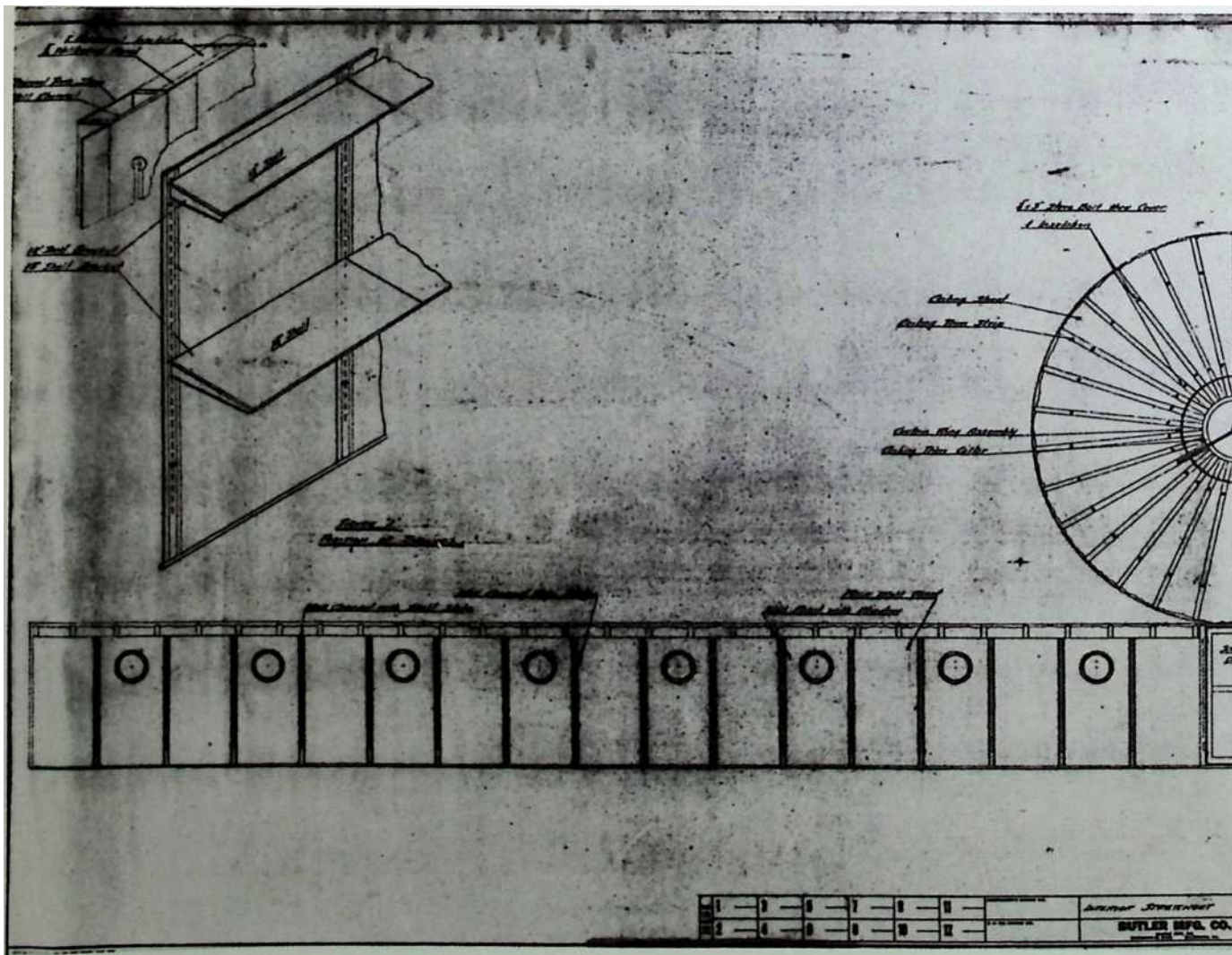
ISSUE	1	3	5	7	9	11	ASSEMBLY- COVER AND EAVE SHEETS - DYMATION
	2	4	6	8	10	12	BUTLER MFG. CO.
							Scale 8" = 1'
							DATE 6-17-41

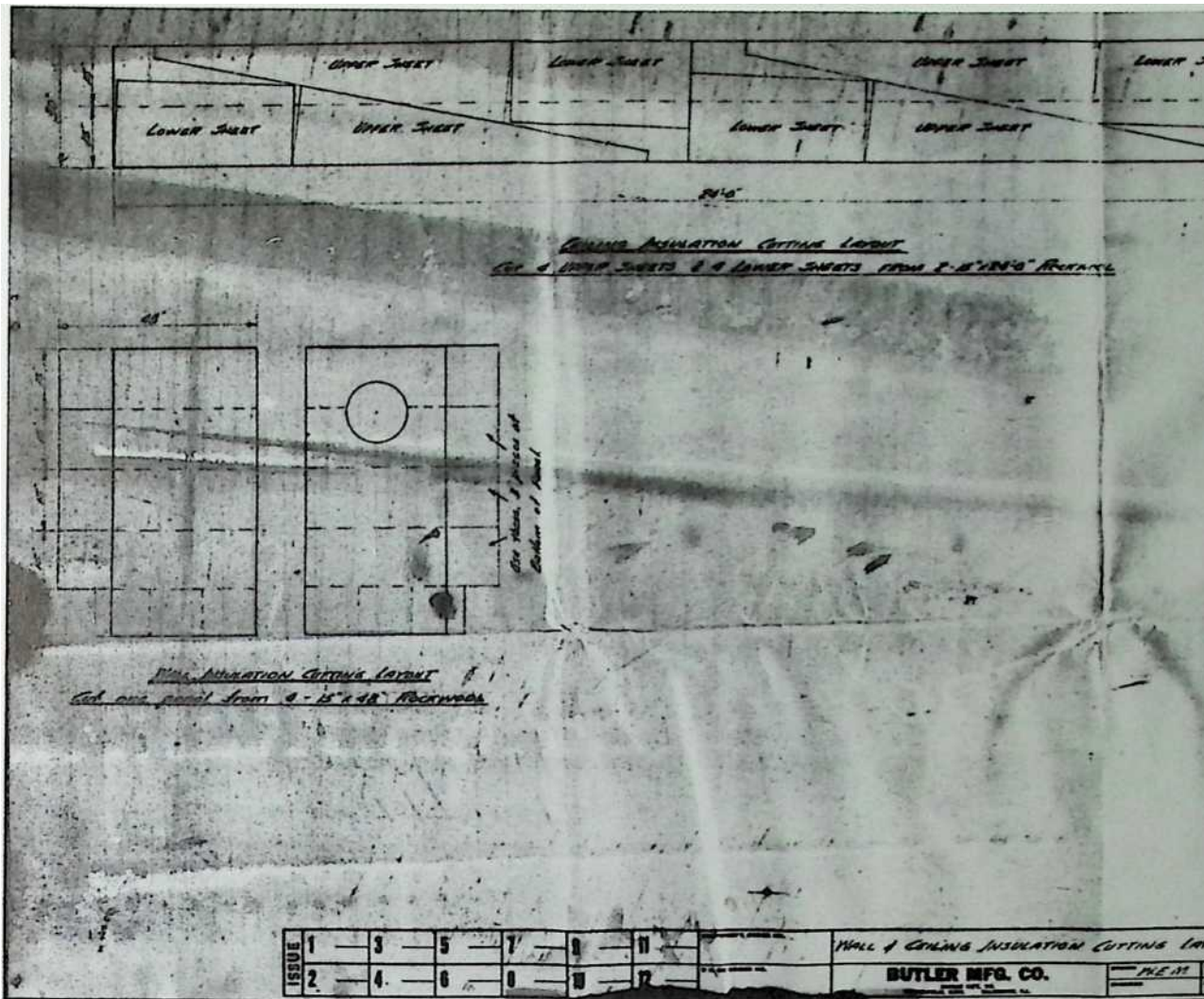


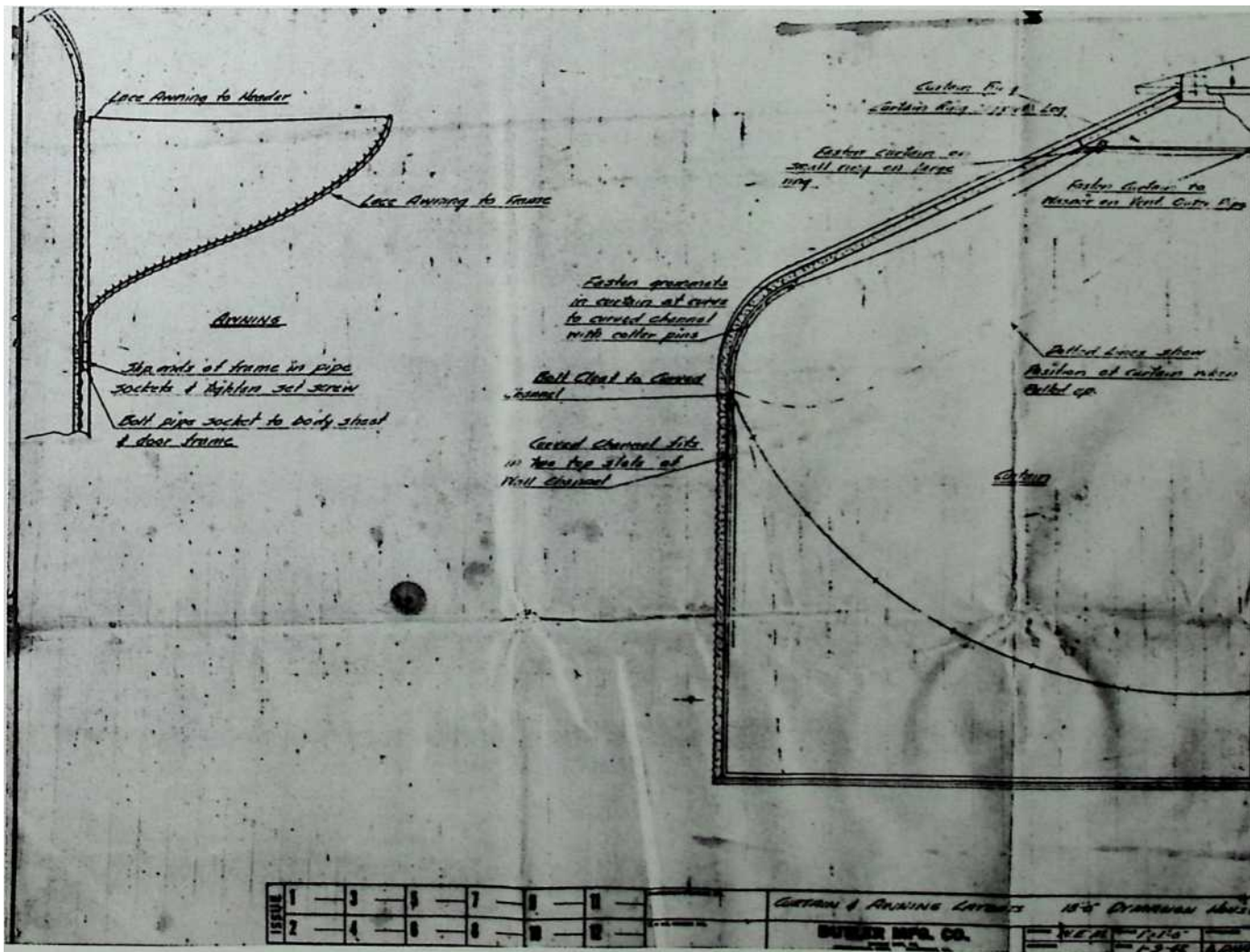
ISSUE	1	3	5	7	8	11		VENTILATOR ASSEMBLY	180° DIA. DYPHGRAM
	2	4	6	8	10	12		BUTLER MFG. CO.	FILE # 12-12











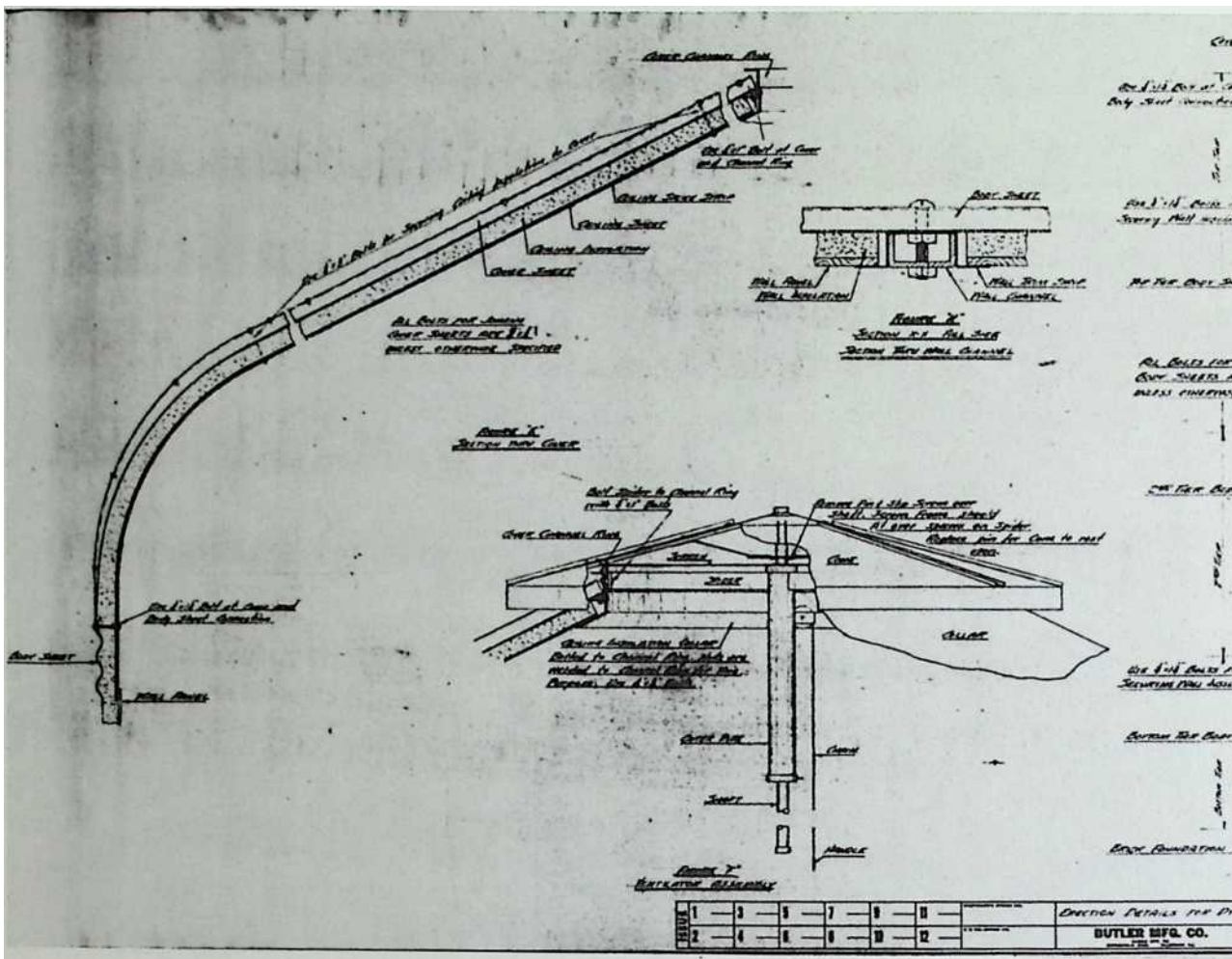
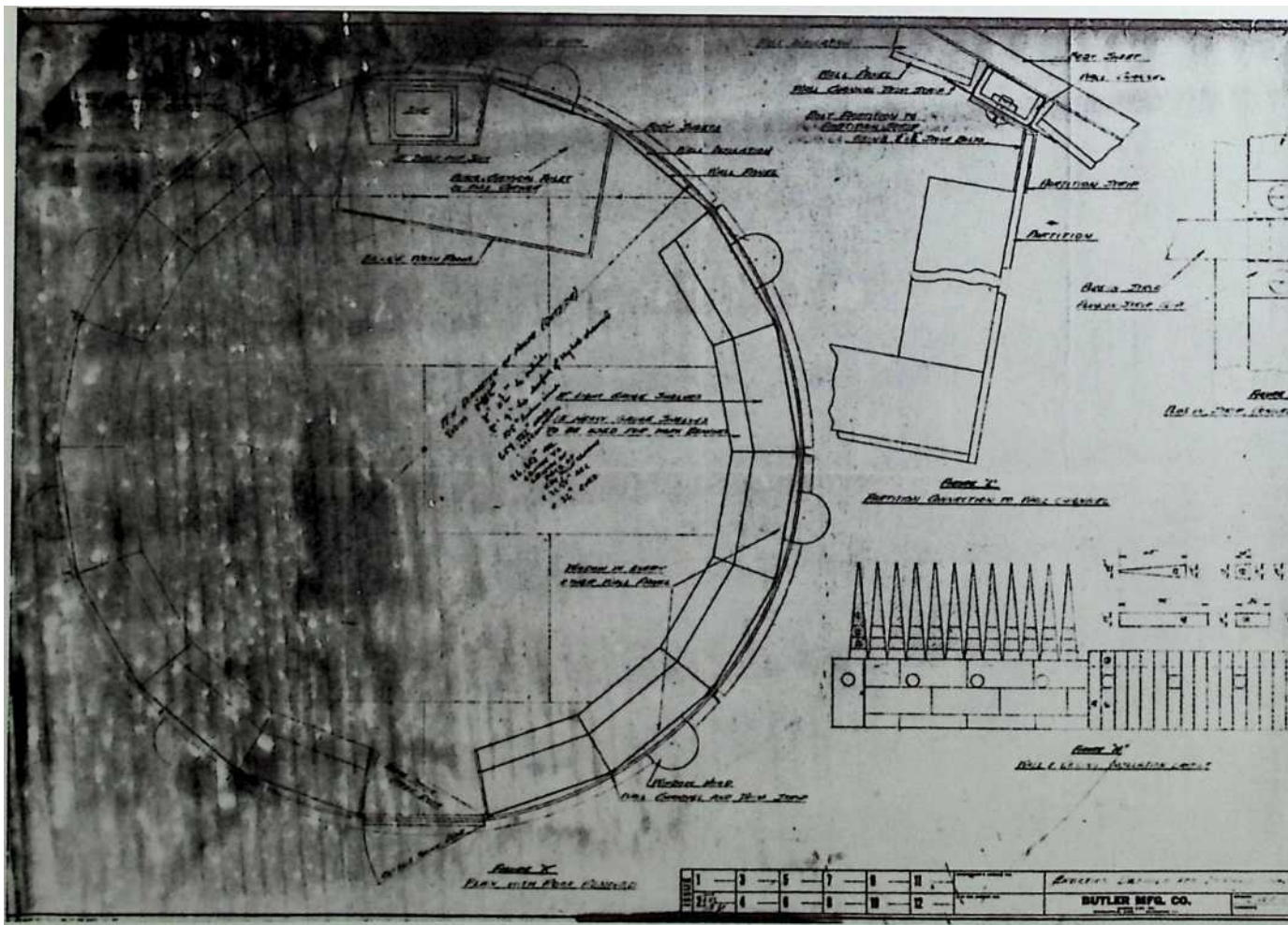


TABLE	1	2	3	4	5	6	7	8	9	10	11	12		

SECTION DETAILS FOR
BUTLER MFG. CO.
 BUTLER MFG. CO.
 BUTLER, MISSOURI



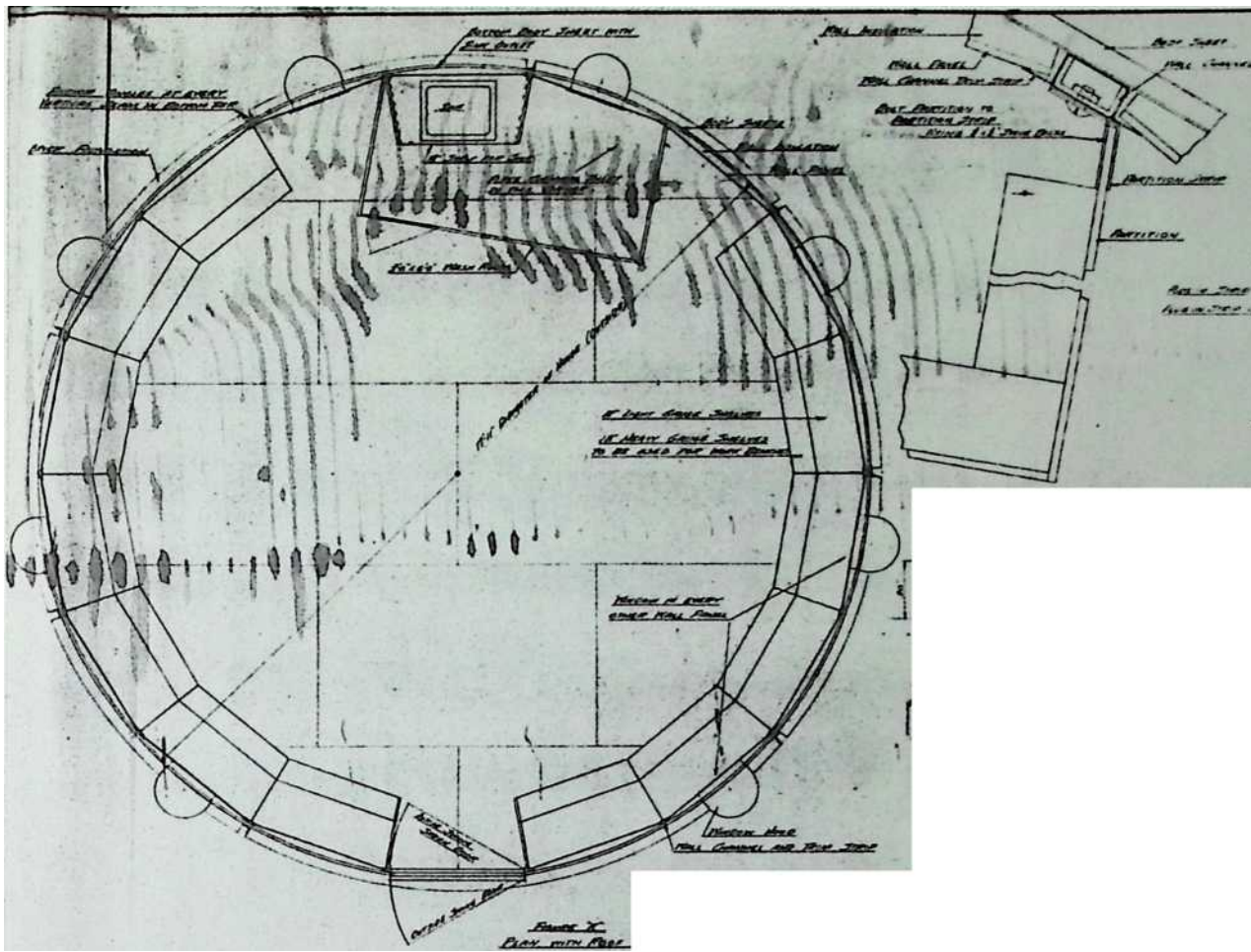
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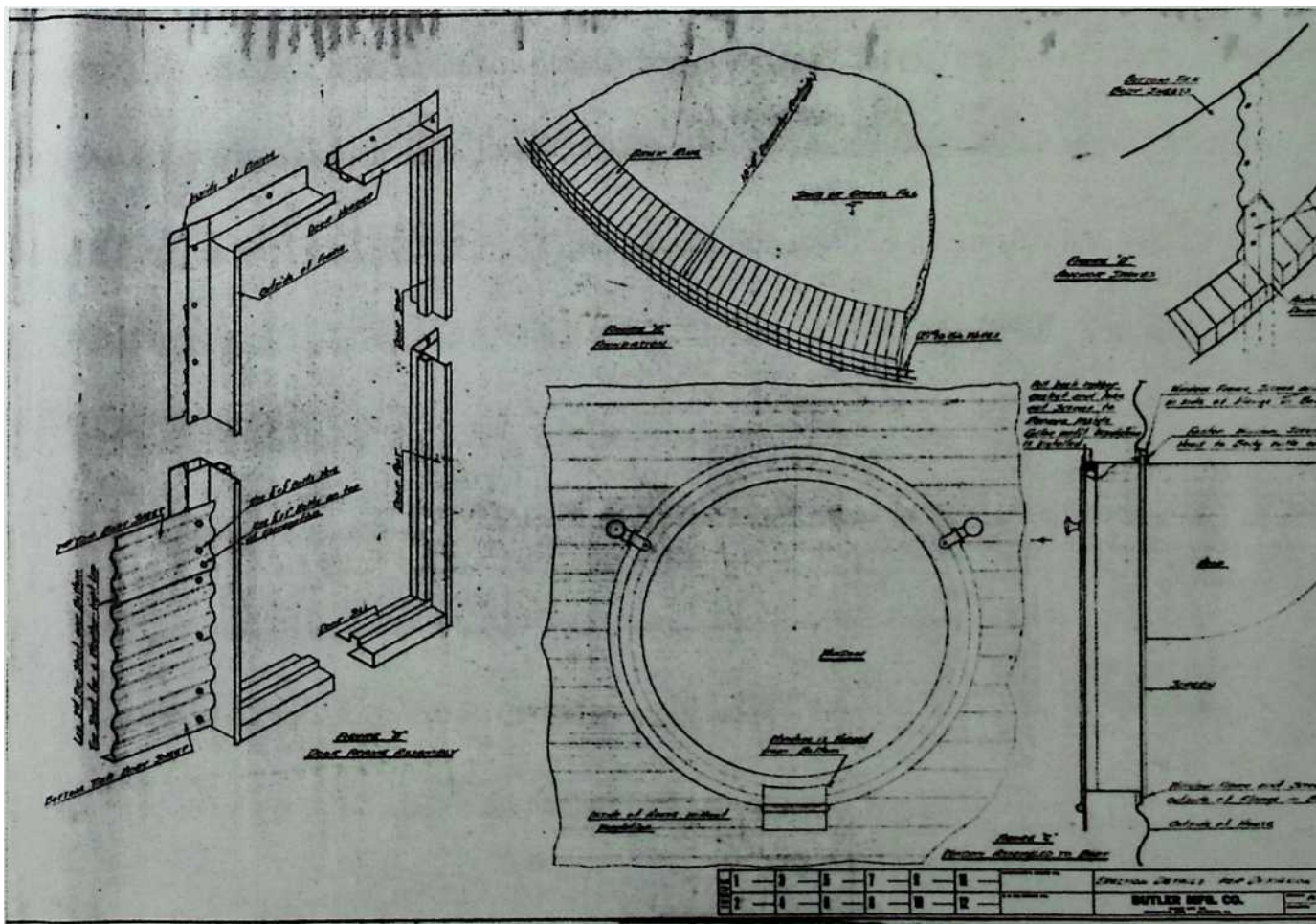
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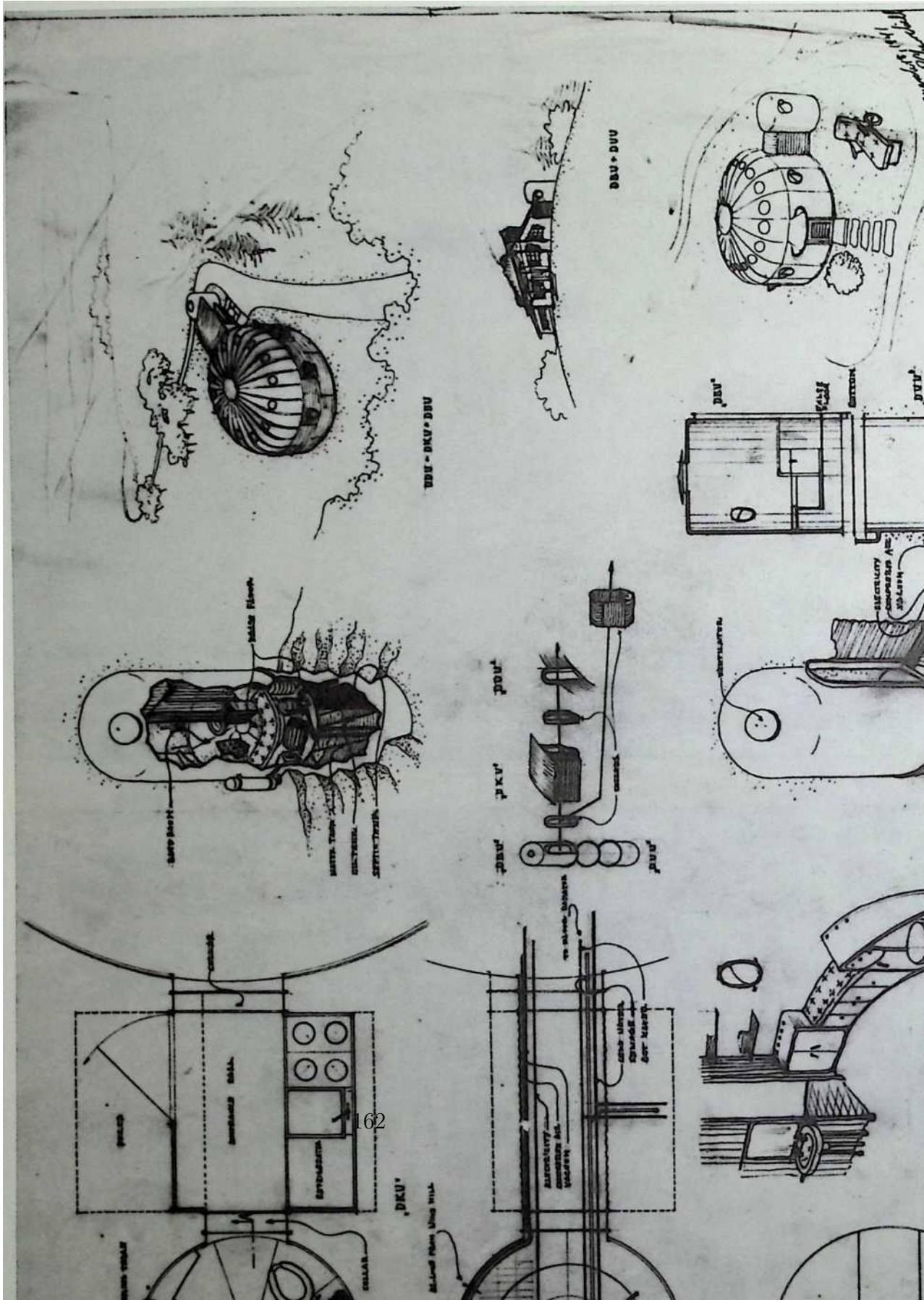
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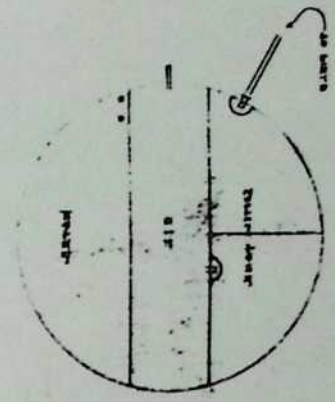
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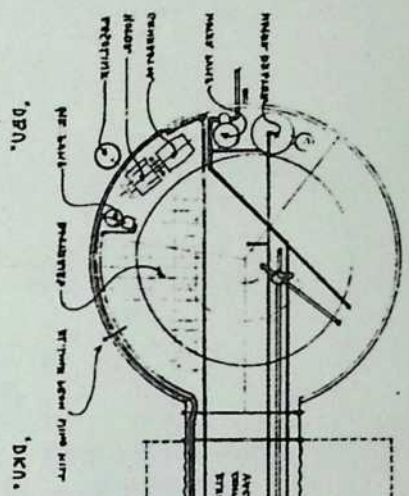
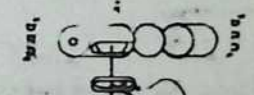
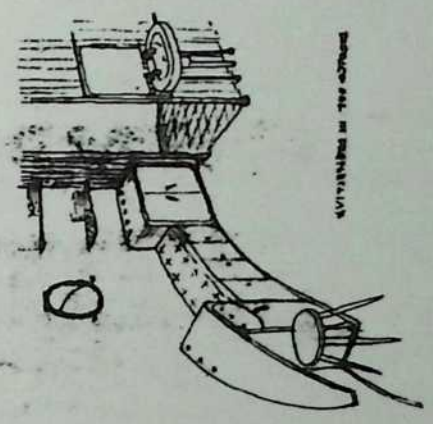




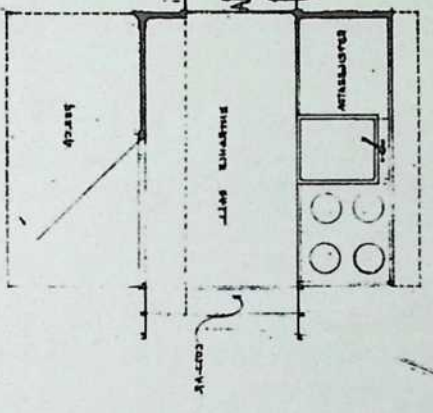
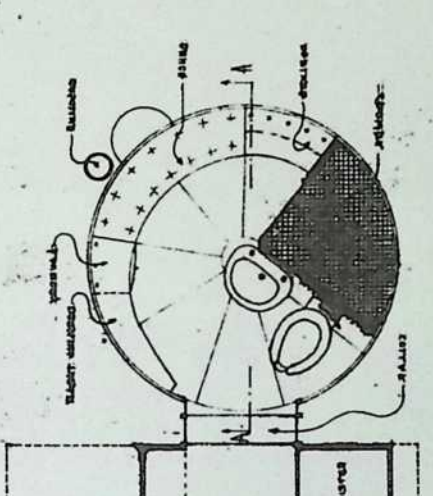


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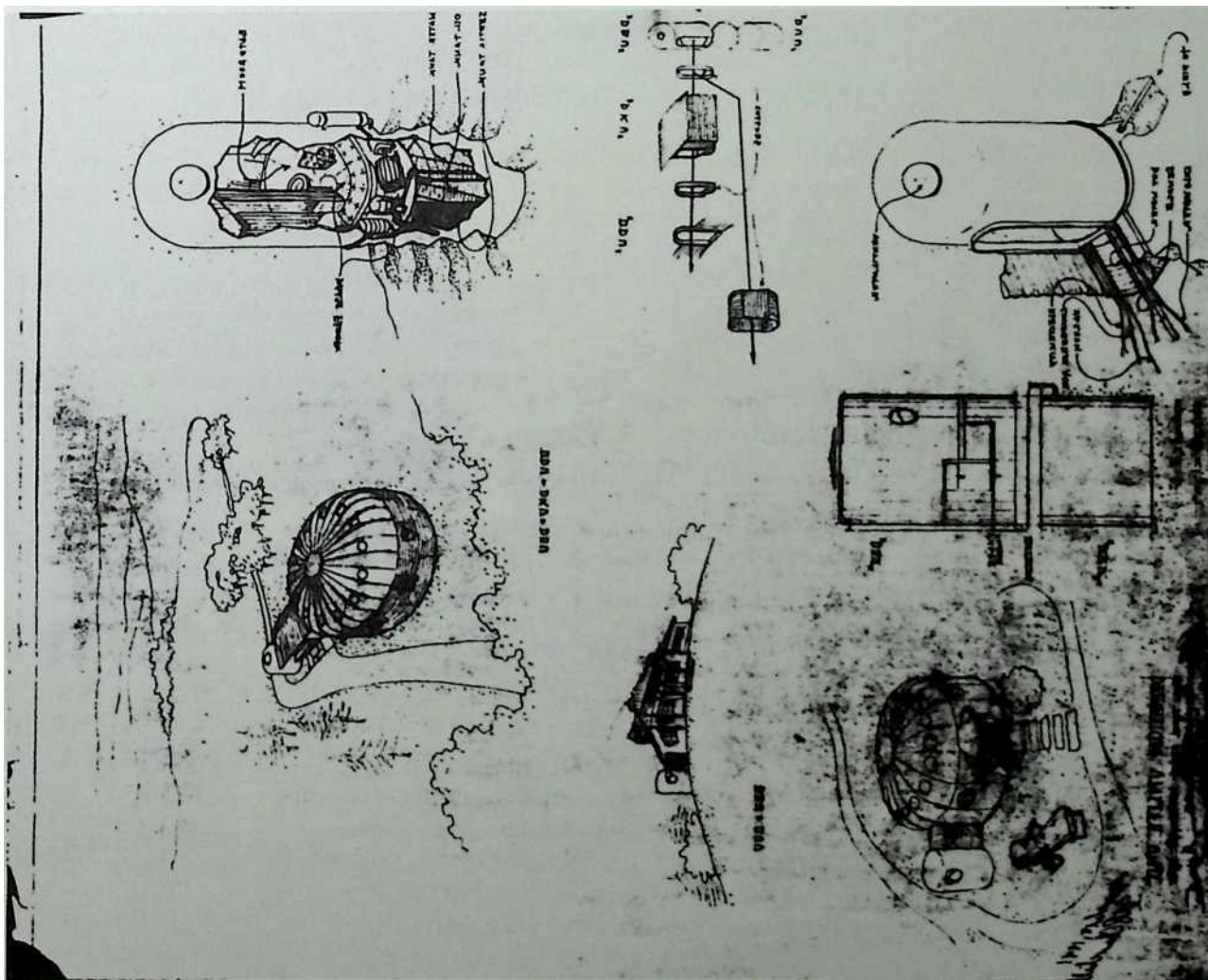
INDICATE FALL IN INDICATOR



'DUN,



INDICATE FALL IN INDICATOR



DI RECTI OHS FOR THE ERECTION OF 18'-0" DIAMETER DY-
 MAUOU EDUSE <

FFC - 2 1942

Read and Study those Instructions and Draningo
 Before Starting ths Erection of the Houo

DOOR FRAMEt

Th® door franc is shipped accoablod with the door 013.3., hoadof_o otobj end
 insulation strips welded to the door posts.

Dotond.no at what location you wish the door. Prop or hold the door frame in an upright position with the flange which is slotted facing the inside. Now you are ready to bolt the body sheets to the outside of the flange with holes to match holes in body sheets.

BODT

The body sheets are the curved corrugated sheets. The sheets are made in two lengths, The two different lengths of body sheets are provided in order that the vertical seams may be staggered,

The house has three tiers. Each tier consists of 8 long body sheets and one short body sheet,

The bottom tier is 16" high with a flange on the bottom edge for the floor to lay upon. Start the bottom row of sheets with a long sheet to the right of the door and a short sheet to the left of the door, Then sheets bolt to the outside of the flange on the door frame with 1/2" x 1/2" bolts except where a hole comes on top of corrugation. Use 1/4" x 1" bolt at those places. Continue the rest of the way around the house with long sheets,

The second tier is 82" high plain sheets • Start this row of sheets with a short sheet to the right of the door and a long sheet to the left of the door. Continue the rest of the way around the house with long sheets,

The top tier is 32" high with window openings at the lower right hand corner on all long sheets. On those sheets the punching at the top are all spaced differently. See drawing 7-DH-188 for proper locations of the sheets, assure first hole from end of sheet to match dimensions shown on this drawing. Start this row of sheets with a long sheet at the right of the door and a short sheet at the left of the door, Continue the rest of the way around the house with long sheets.

Be certain to stagger all vertical seams. It is of course necessary to lap the higher tier over the lower tier to produce a weather tight lap.

All holes in body take 1/4" x 1/2" bolts with the exception of the holes which are circled on drawing 7-DB-188. Those take 1/4" x 1 1/4" bolts for bolting wall channels to body.

OVERT

The cover is made up of thirty pie-shaped sections with the larger end curved to fasten to the body sheets. (See Drawing 4-DHA-158). A channel ring

32" in diameter is furnished. This is to be placed at the peak of the cover with the cover sheets bolted to the bottom leg using 1/4" x 1" bolts.

The best way to assemble this cover is to build a center support of approximately 12'-0" high with the channel ring fastened to the top. Bolt the support at a time to the channel ring with 1/4" x 1" bolts and to the body sheets with 1/4" x 1 1/4" bolts. Bolt cover sheets together with 1/4" x 3/4" bolts to accept where holes are circled on drawing DHA-188. Those holes are for bolting insulation to cover. In this manner the cover is moved into approximately its final position and it is only a matter of raising and securing the channel ring to assemble the last segment.

VENTILATORS

The ventilator has been shipped knocked down. The parts are as follows, including 4-DH-165 for the assembly

The outer pipe with spider, two pipe caps and pulley.

The shaft with two pipe caps and washer.

The cone with washer.

The screen and frame.

The coiling insulation collar.

The chain and handle.

Remove pipe cap from outer pipe at the end where spider is welded. Feed the chain over pulley and up through outer pipe and hole in removed cap. Fasten hole to shaft with stove bolt furnished. Remove the lower pipe cap and slip shaft and chain down through outer pipe and through hole in pipe cap at the lower end of outer pipe. Screw pipe cap on top of outer pipe and on bottom of shaft. Before fastening chain to shaft slip shaft through hole in center of screen. Be certain that screen is between the washer on the shaft and the outer pipe cap.

Bolt spider to cover channel ring with 1/4" x 1" bolts. Slip screen frame over the spacers between spider and channel ring. These are slots in screen frame for this purpose.

Place cone on shaft and screw pipe cap down tightly.

Bolt ceiling insulation collar to cover channel ring with 1/4" x 1/1" bolts. There are nuts welded to channel for those bolts.

The cone can be raised to any height desired for ventilation by pulling the chain and hooking the chain in chain clip.

WINDOW

The window is shipped assembled complete. (See drawing 4-DHA-136 showing window assembled to body sheet.)

The window frame, screen and hood (see drawing 2-DH-148 for detail of hood), should be placed inside of flange at the top of the window opening and outside of flange at the bottom of the window opening. One #10 x 3/4" screw through holes at top of window screen and hood secures these parts to the body sheet.

Adjust the inside collar on which the window is hinged until all wall insulation is installed.

FLOOR

The floor consists of three layers. The bottom layer is made from standard corrugated steel sheets. The center layer is made from 1/2" thick insulation board. The top layer is made from 3/16" thick plywood. See drawing 4-DHA-186 for layouts of each layer of flooring. Be sure that all openings in the floor are as shown on this drawing. All floor pieces are cut to fit.

CEILING

The ceiling sheets are made from light gage aluminum. The sheets are furnished for each cover section - one piece for the upper part and one piece for the curved lower part.

The insulation for the coiling is shipped in cartons = two 15' wide by 24'-0" long sheets to each carton. These insulation sheets should be glued to the ceiling sheets as shown on drawing 4-DH-190 with the glue furnished. After securing this insulation to the ceiling sheets* place on the colling of the hood and fasten with insulation strip strips with the three long bolts in the cover two in the coiling and one close to the bottom of the currod cove. The drawing 7-DHA-189 shows the coiling installed on the inside of cover.

WALL

The wall consists of IT panels with every other panel having a window. Those panels are made from 3/16" wallboard with 2" rock wool insulation glued to the back as shown on drawing 4-DH-190. This 2" rock wool insulation is shipped in pieces 16" x 48" • Due to shortage of material only four houses are furnished with full-size panels. The remaining six houses are furnished with full-size panels for window panels and two half-size panels for plain panel o.

Wall channel and insulation strips are furnished to cover GO cure on the wall as shown on drawing 7-DHA-189. These channels and strips are secured to wall with the two long bolts through the body sheets. The wallboard should lap over the coiling sheets to hide the rough edges.

After installing the wall panels replace the inside collar and window to the window frame with the Bo. 10 x 3/4" metal screws.

Before installing wall panels slip the rubber moulding on bottom of each panel. After all wall panels are in. slip the black moulding trim strip at the bottom of each channel to match the moulding.

CURTAIN PARTITIONED

The curtain ring consists of a pipe ring approximately 1'-0" in diameter with three channel logs welded to the ring. These logs are fastened to two long bolt in cover which fastens insulation to cover. These bolt legs in center to the washer on the ventilator outer pipe using 1/4" x 1" bolts.

The curtains fasten to small rings on curtain ring and to the washer in the center. At the curved eave place curved channel with cotter pins and fasten curtain to this channel as shown on drawing 4-DE-191. Those curtain partitions can be placed at any position in house by shifting the curved channel to any wall channel.

Four houses* are furnished with two curtain partitions and six houses* are furnished with three curtain partitions.

SHELVES AND CLOSET

Place long shelf brackets on any channel desired and install shelf. Hang closet curtains around the shelf as shown in detail on drawing 7-DHA-189. You may place the short shelves inside of closet or at any position around the house.

AWNING

The awning assembly consists of a frame made from 1 1/16" diameter tubing, two pipe sockets for ends of awning frame, and a circular canvas awning which fits to the frame and door header.

Bolt pipe sockets at door frame where body sheets are bolted as shown on drawing 4-DH-191. Slip ends of pipe frame in sockets and tighten set screw. Lace awning on pipe frame and door header with laces furnished.

ELECTRICAL EQUIPMENT

Install plug-in strip* around top of wall panel* • These plug-in strips* are approximately 36" long and one is furnished for each panel. Fasten to wall with combination coupling and clip at every wall channel. A Rational "Plug-in" strip catalog has been furnished with directions for installing this strip.

AIR CONDITIONING UNITS

This unit mounts on an 18" shelf just opposite the door and compressor is mounted outside of the house. For installation instructions see catalog shipped with the air-conditioning unit.

WEB MEG 1-29-42

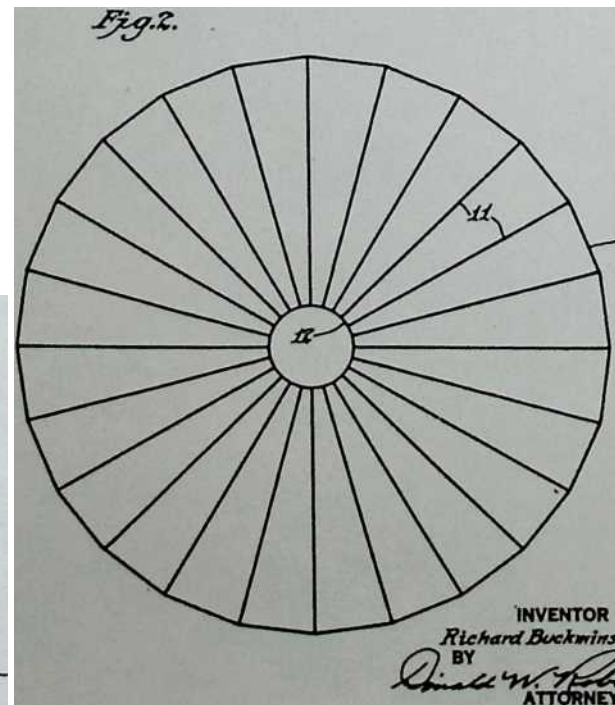
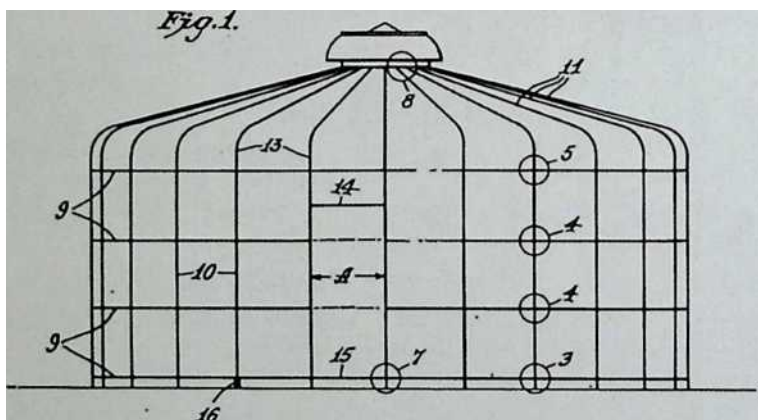
The Dymaxion Deployment Unit (Frame)— Patent Filed 4/9/41, Granted 6/13/44

June 13, 1944.

2,351,419

R. B. FULLER BUILDING CONSTRUCTION Filed April 9, 1941

7 Sheets-Sheet 1



June 13, 1944. r. b. fuller 2,351,419

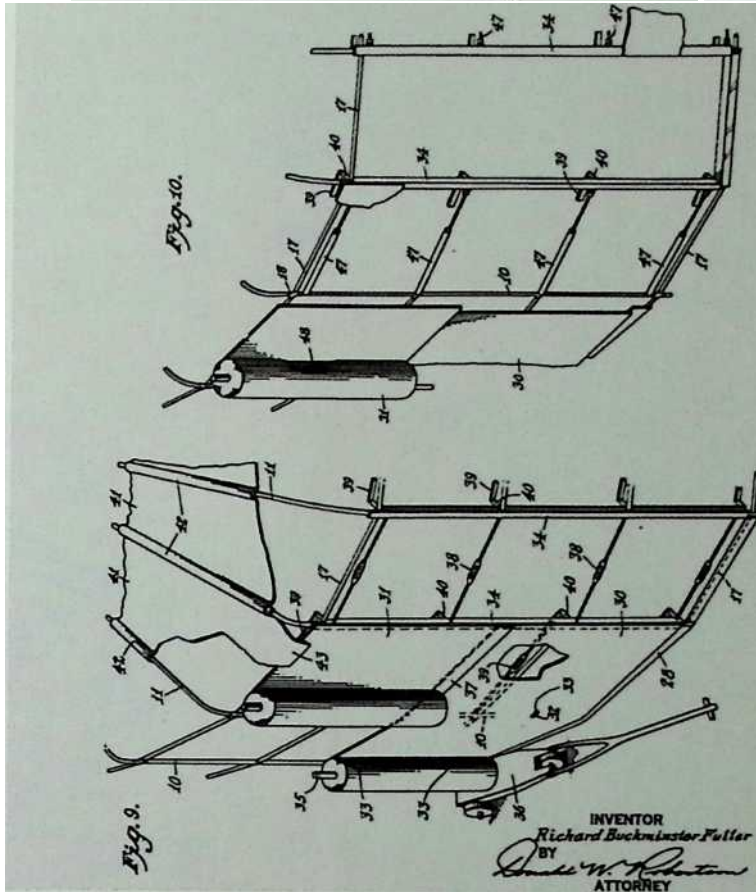
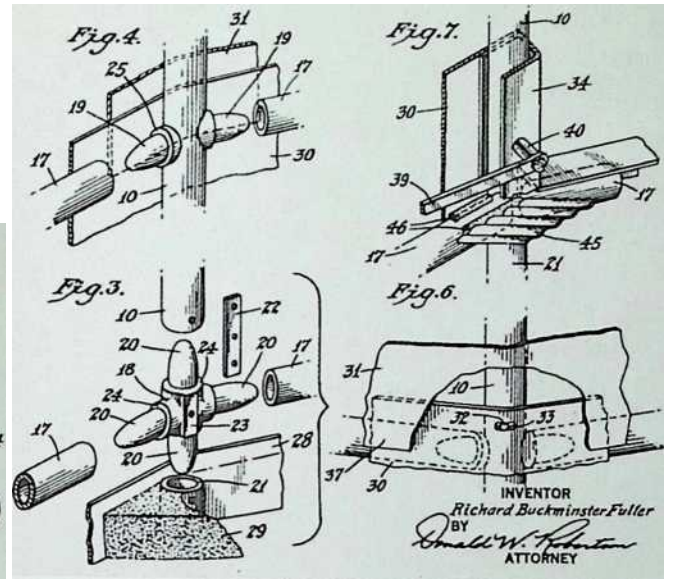
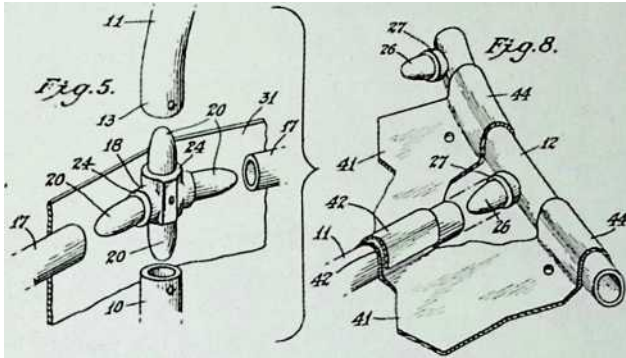
BUILDING CONSTRUCTION Filed April 9, 1941 7 Sheets-Sheet 2

June 13, 1944.

R. B. FULLER
BUILDING CONSTRUCTION
Filed April 9, 1941

2,351,419

7 Sheets-3

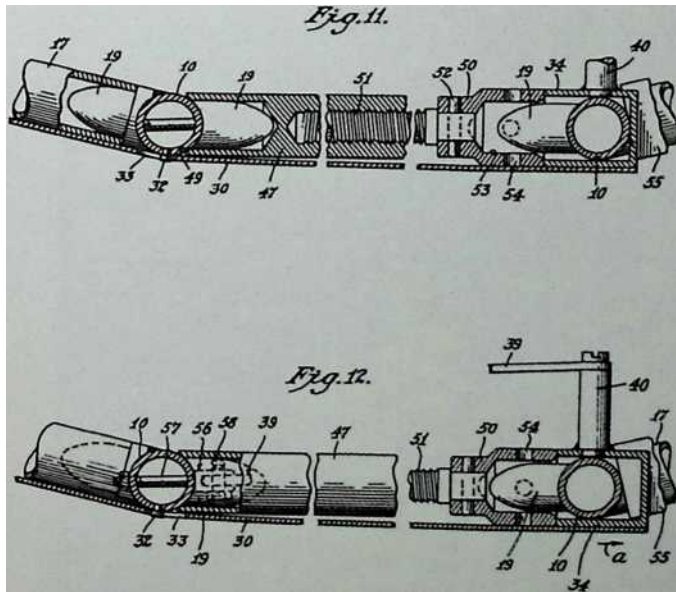


June 13, 1944. r. B fuller 2,351,419

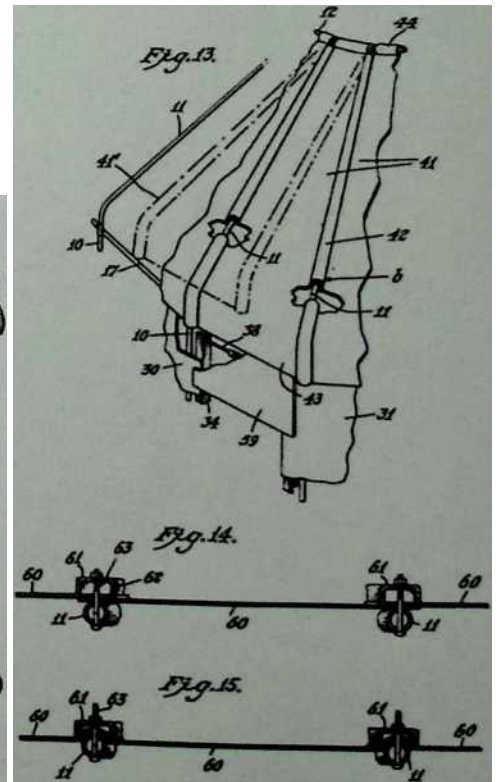
BUILDING CONSTRUCTION Filed April 9. 1941 7 Sheets-Sheet 4

June 13, 1944. r. b. fuller 2,351,419

BUILDING CONSTRUCTION Filed April 9. 1941 7 Shoets-Sheet 5



Donald W. Klinton
ATTORNEY



INVENTOR

INVENTOR
Richard Buckminster Fuller
BY
Donald W. Klinton
ATTORNEY

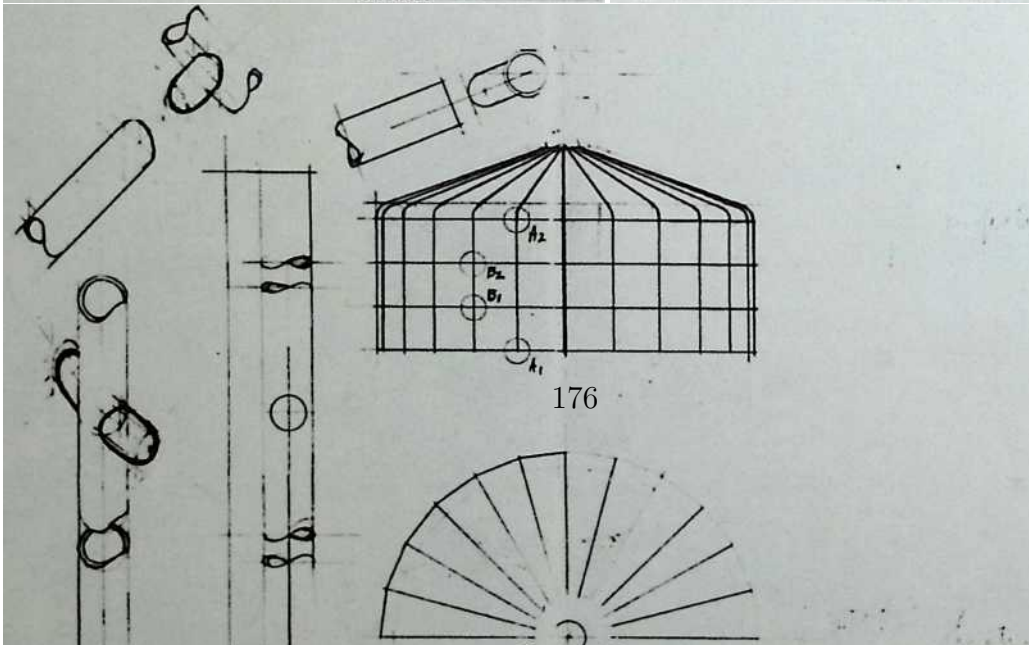
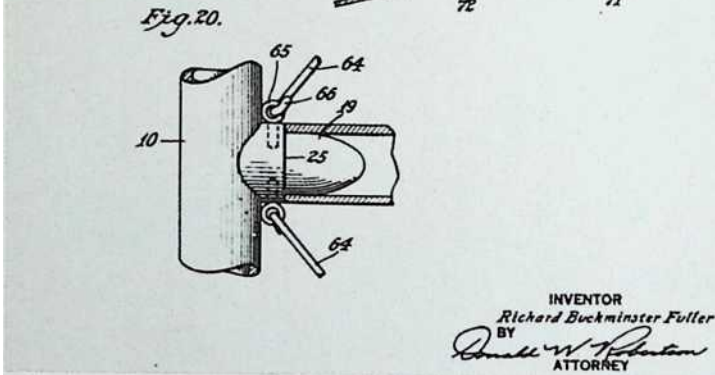
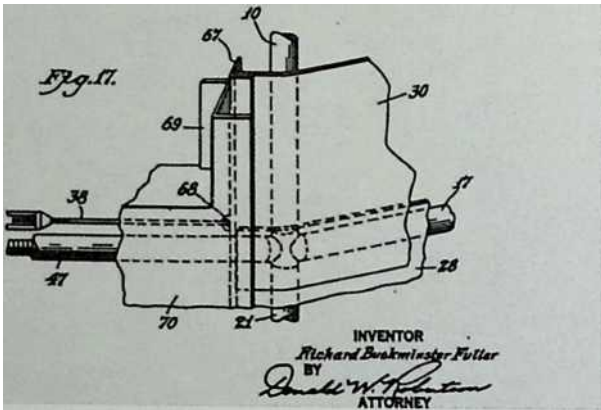
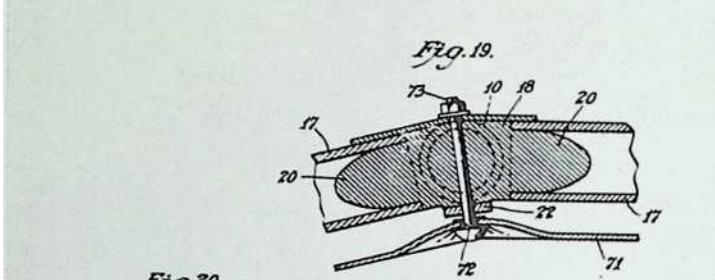
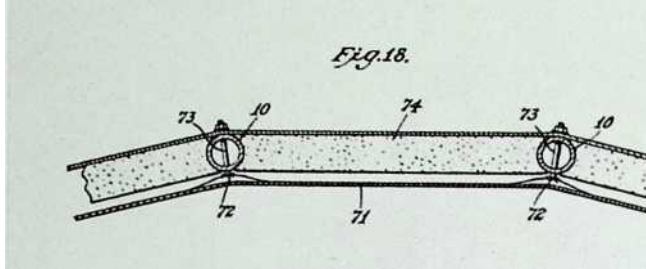
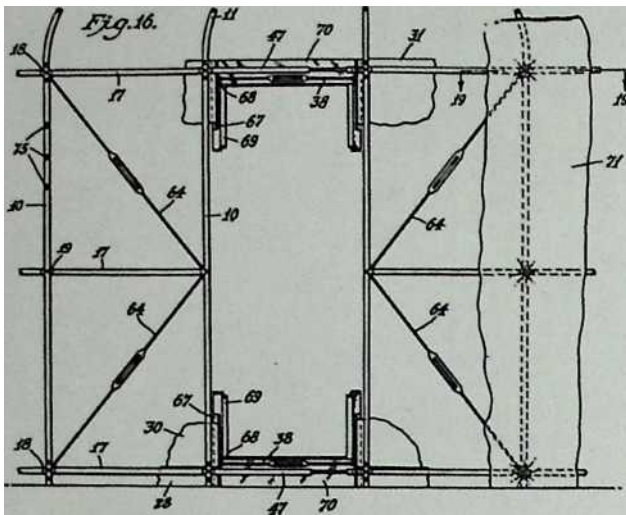
Richard Buckminster Fuller

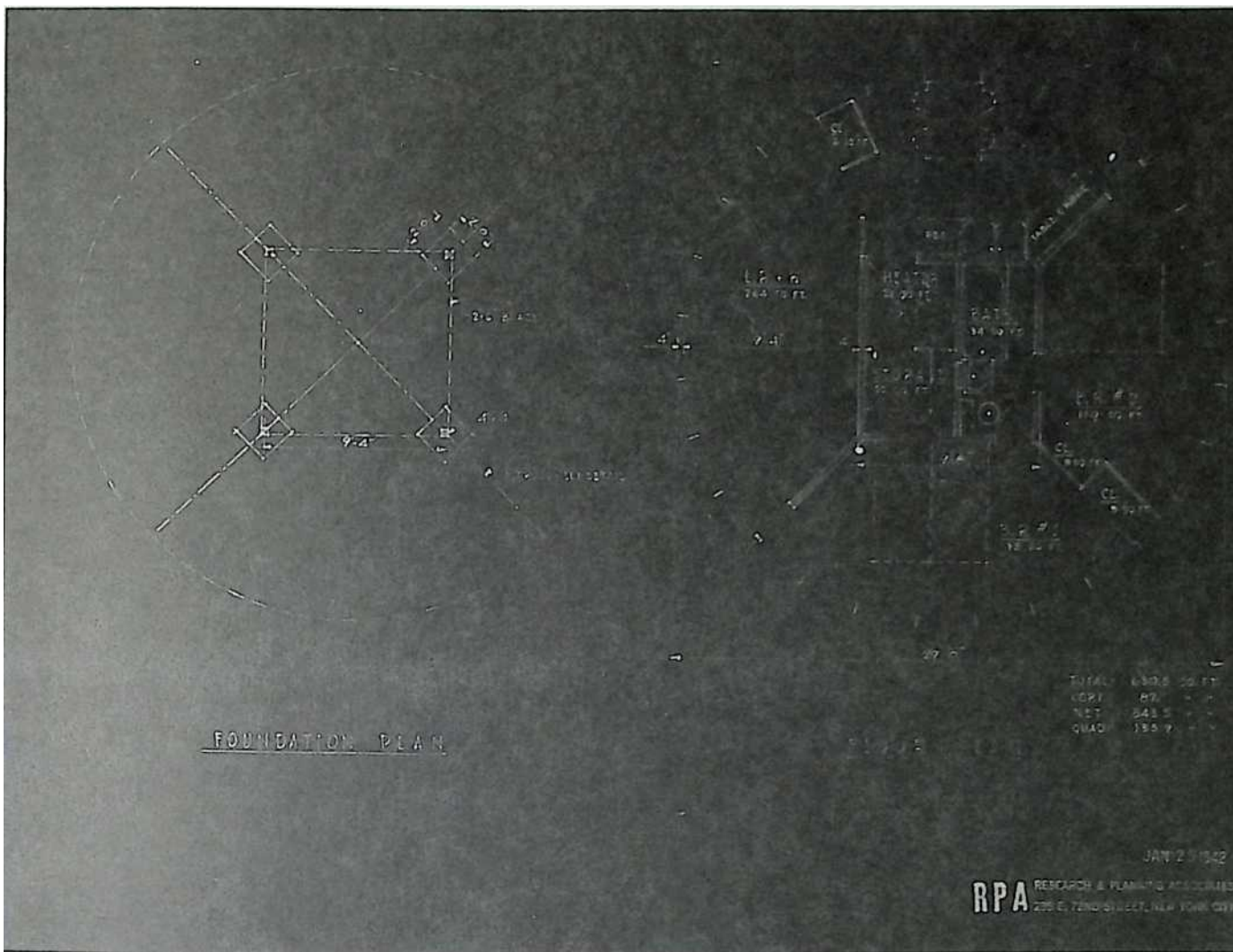
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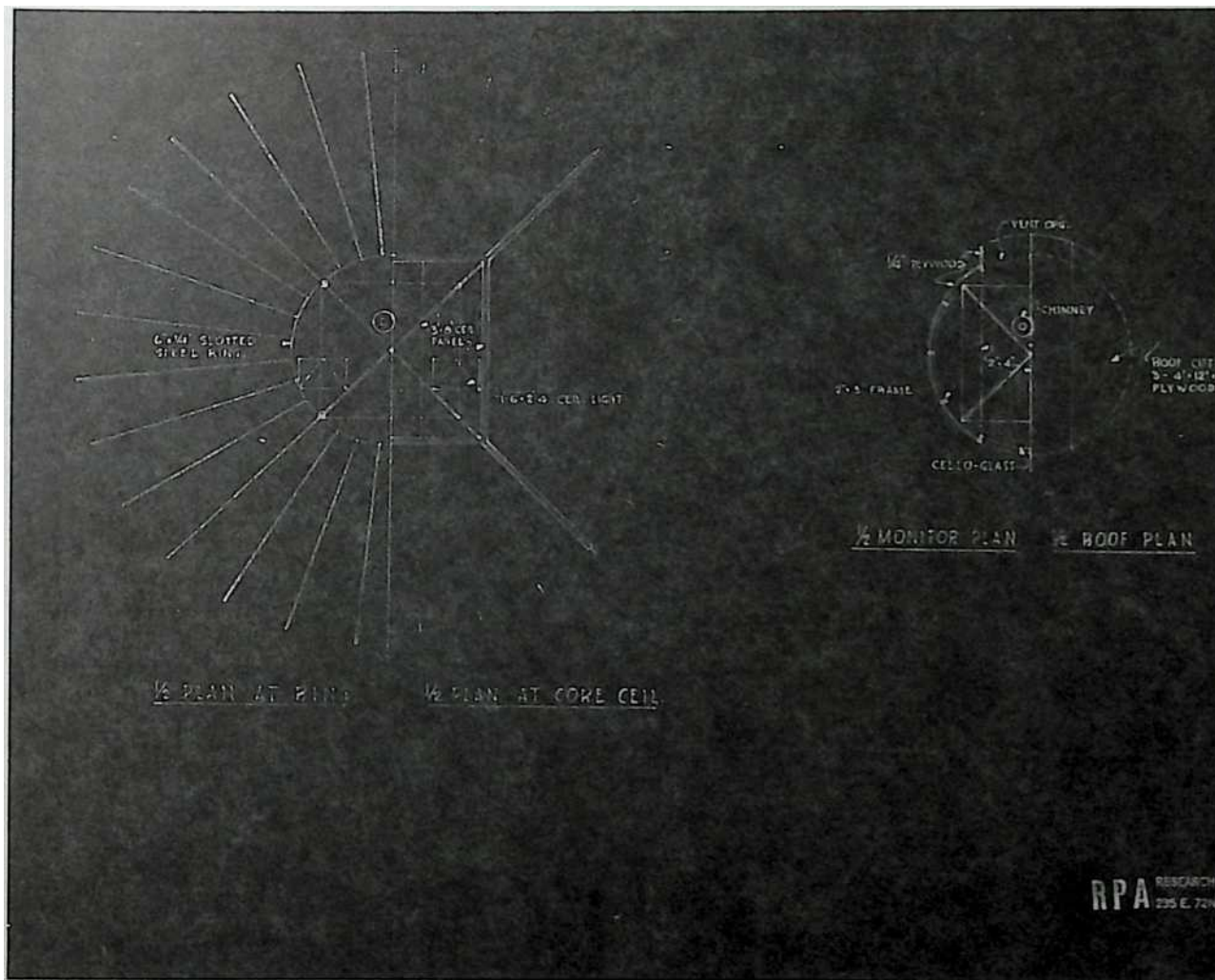
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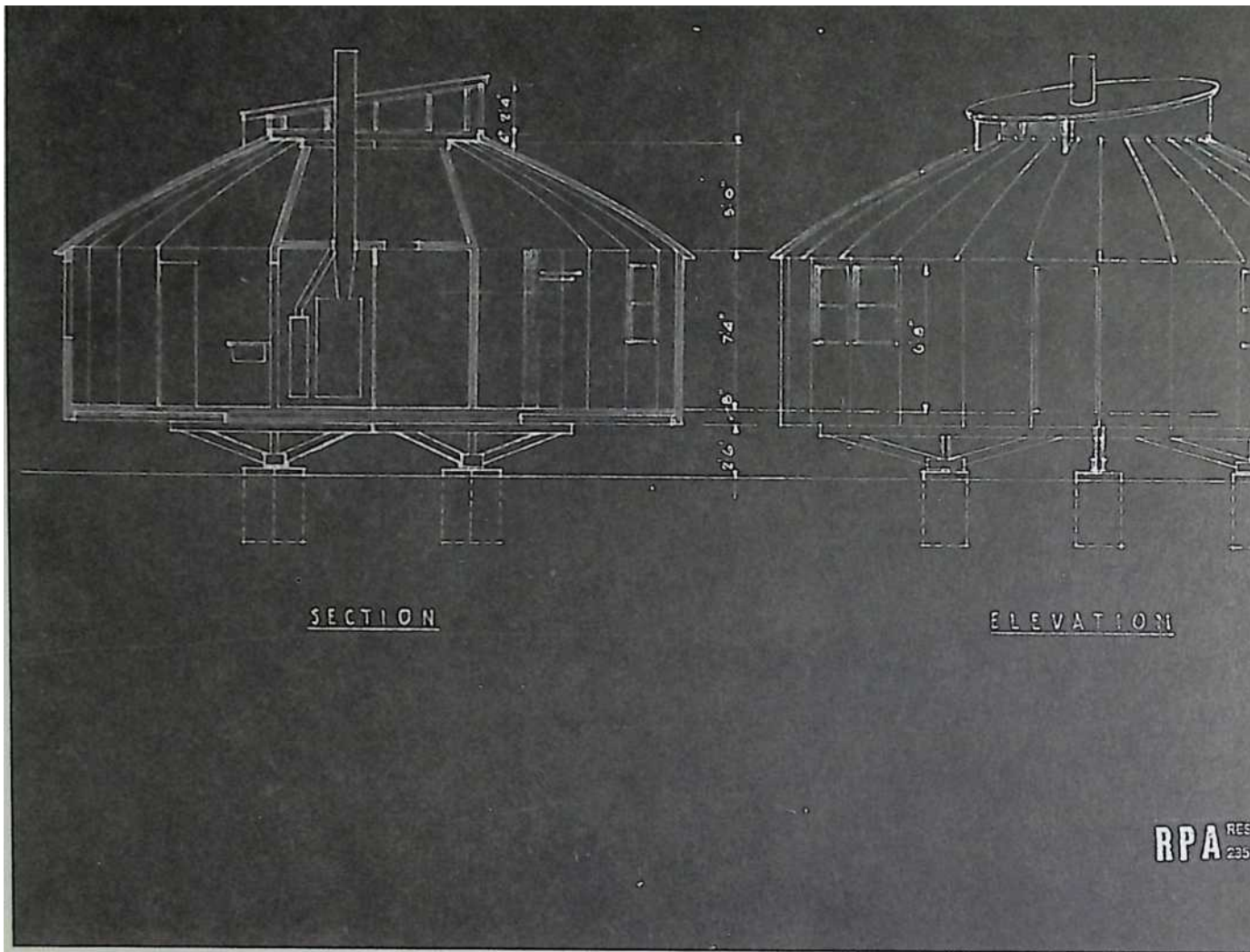
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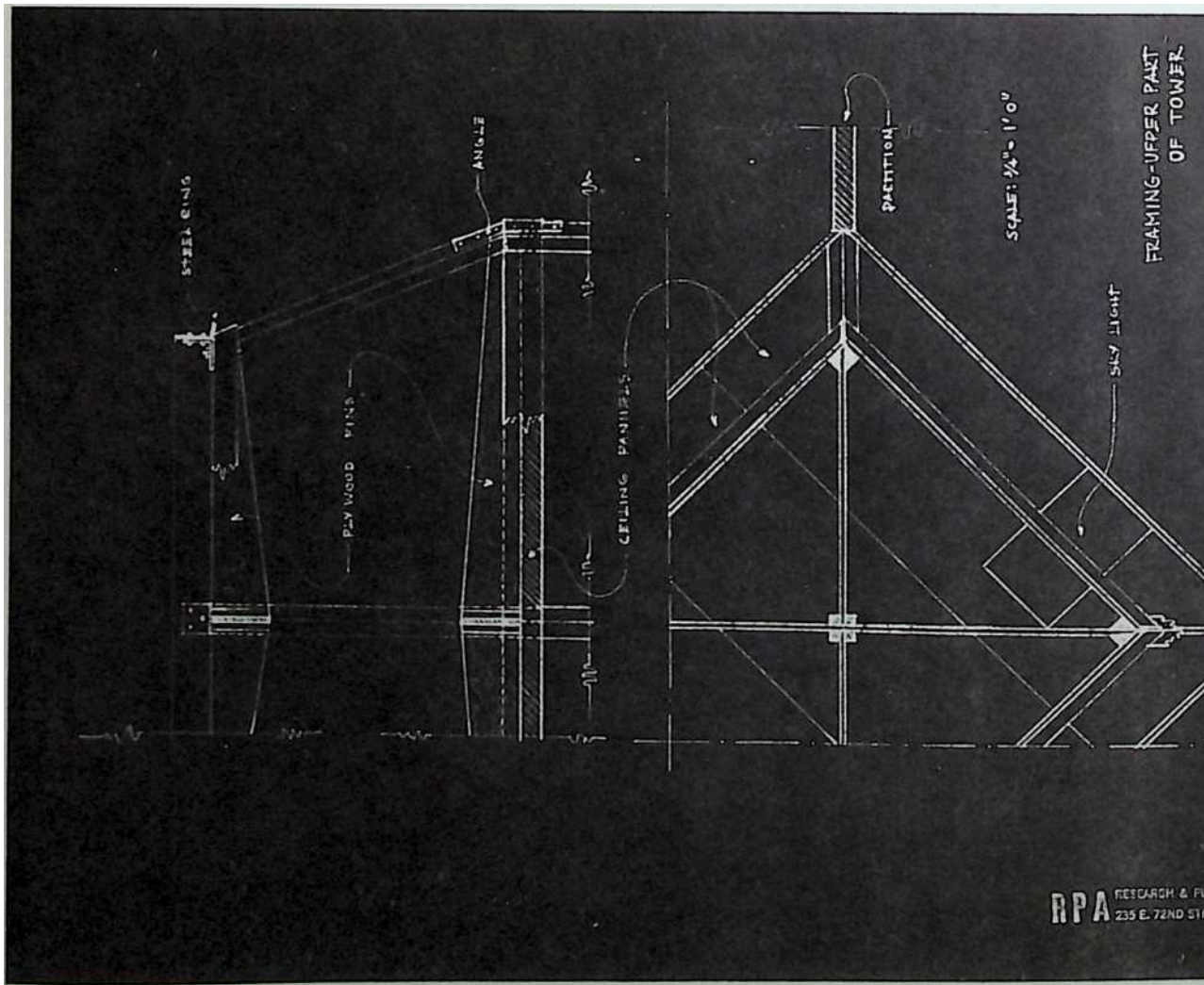


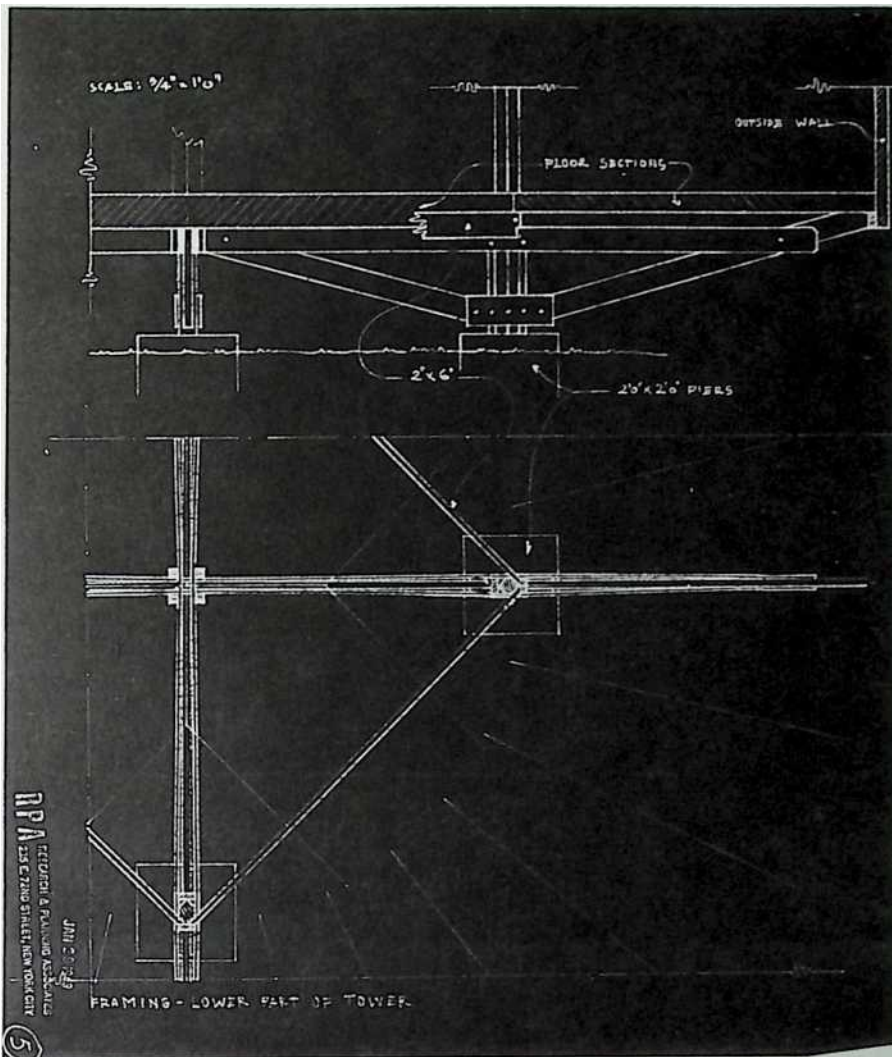


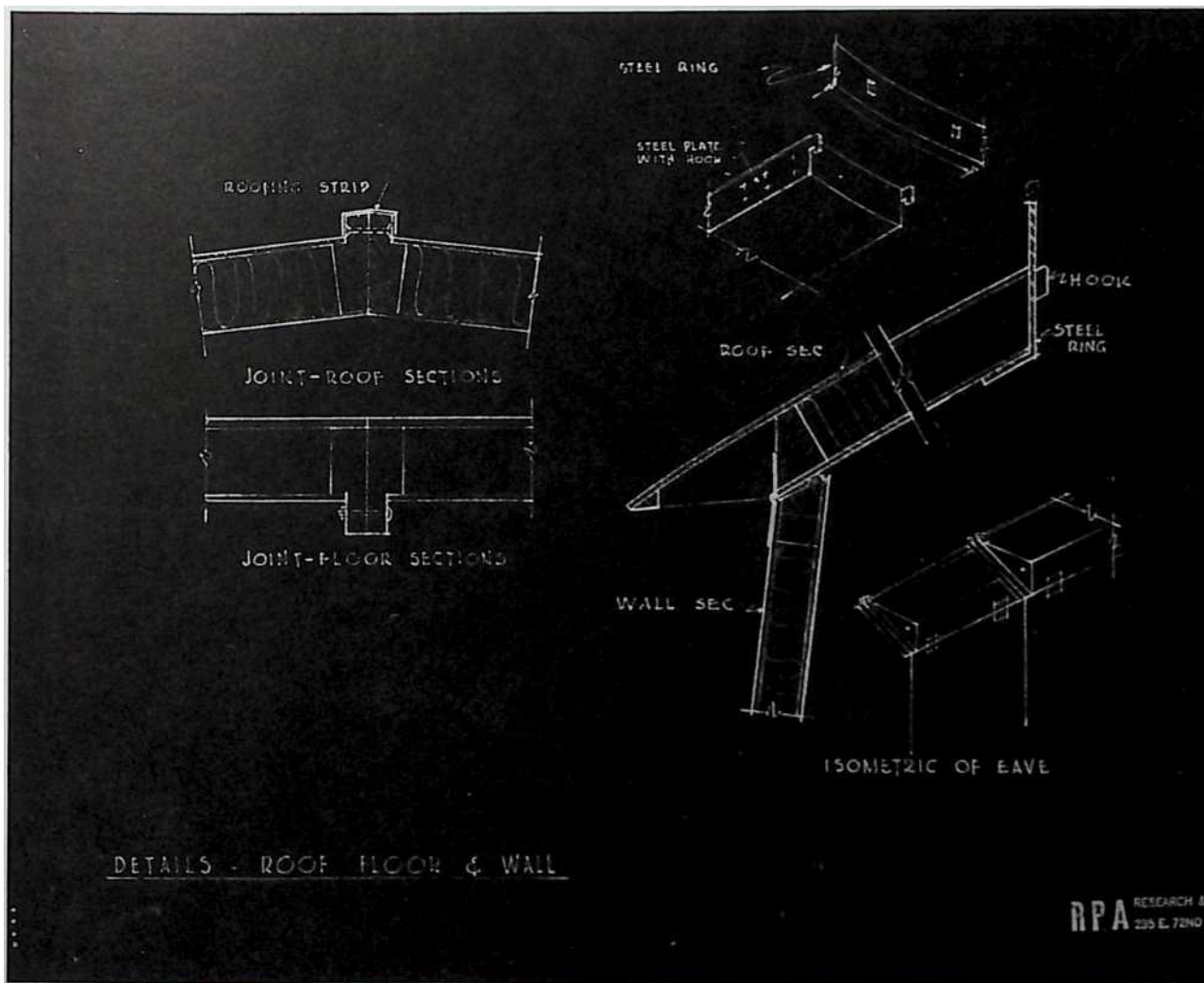


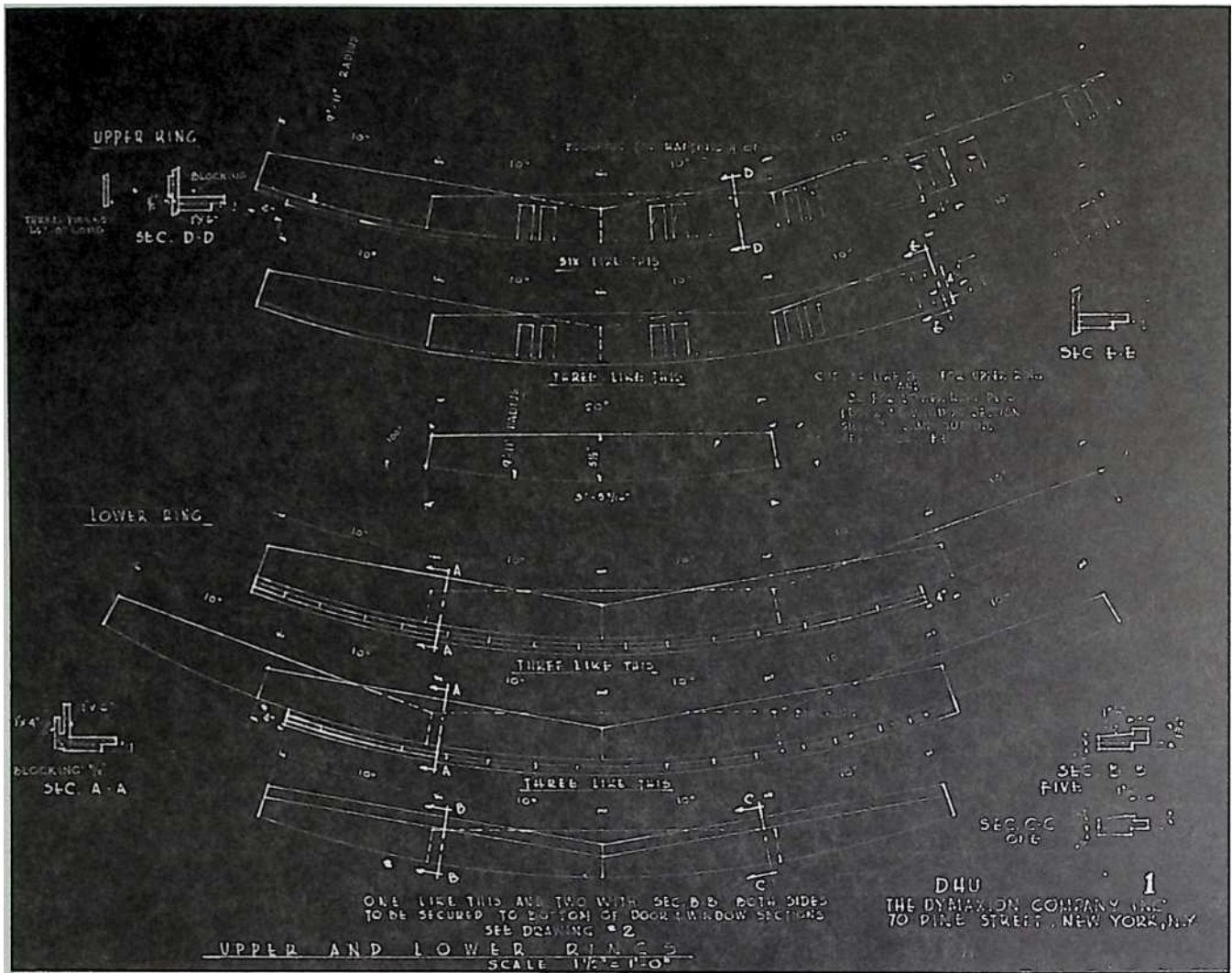
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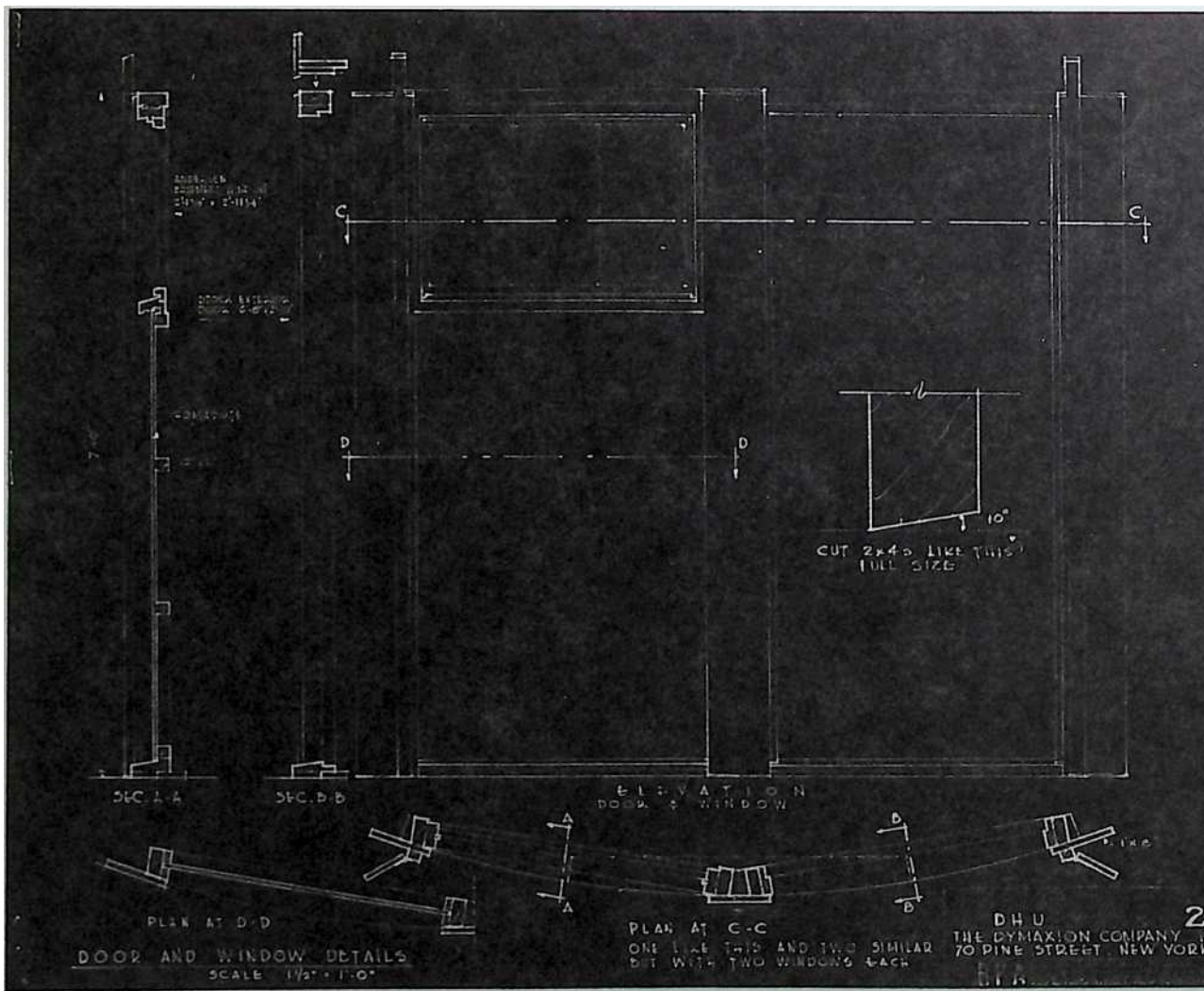


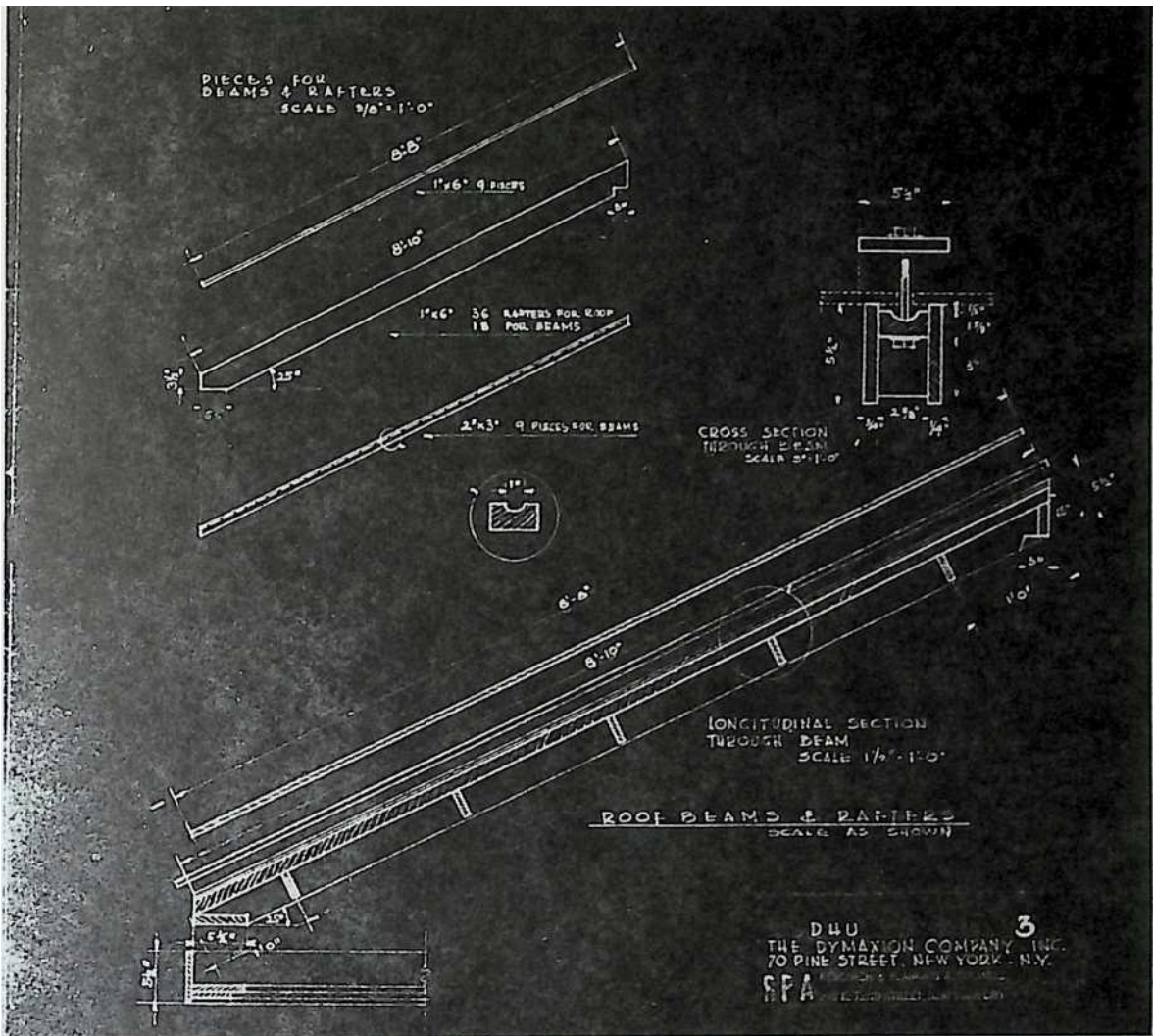


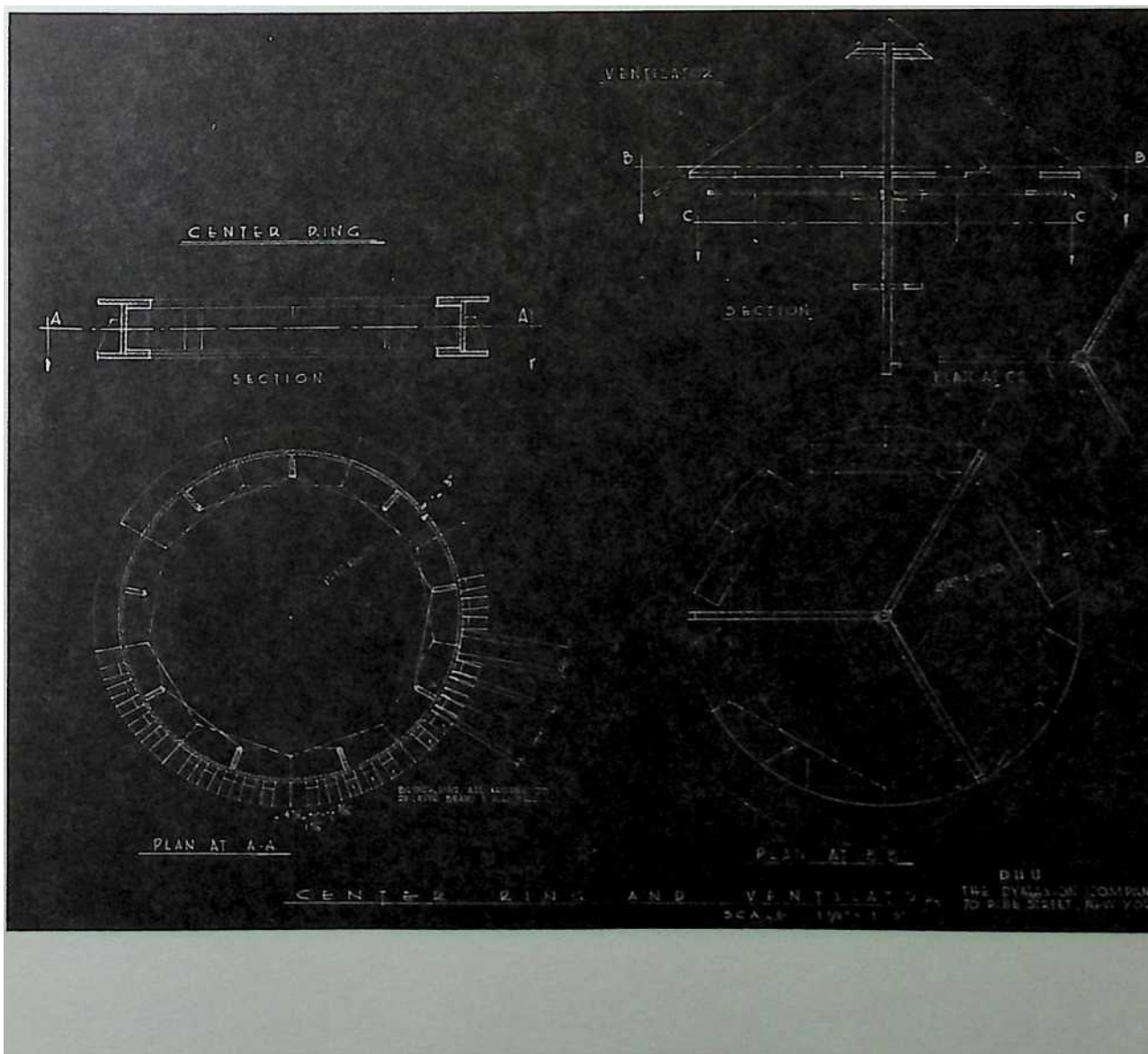


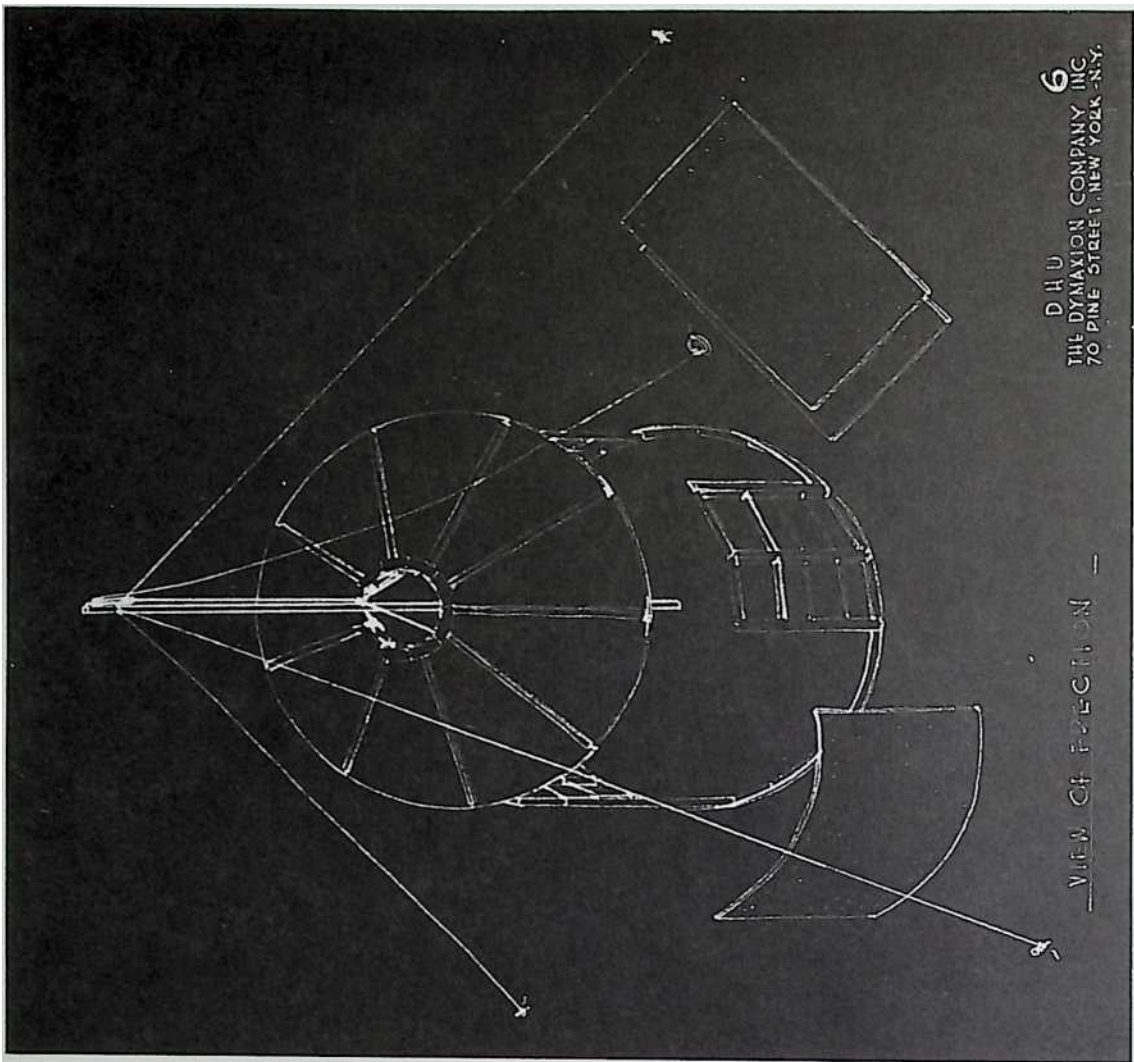


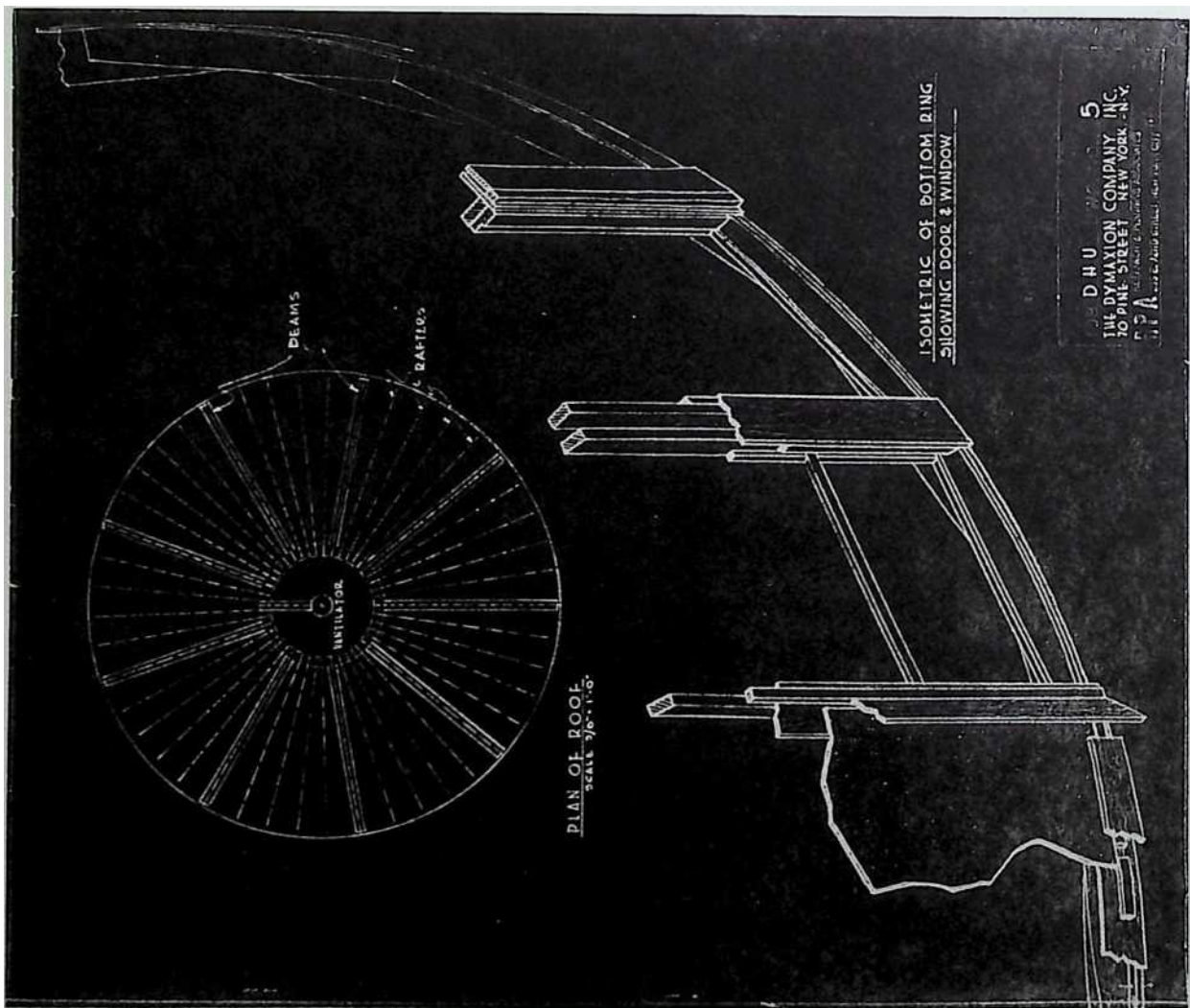




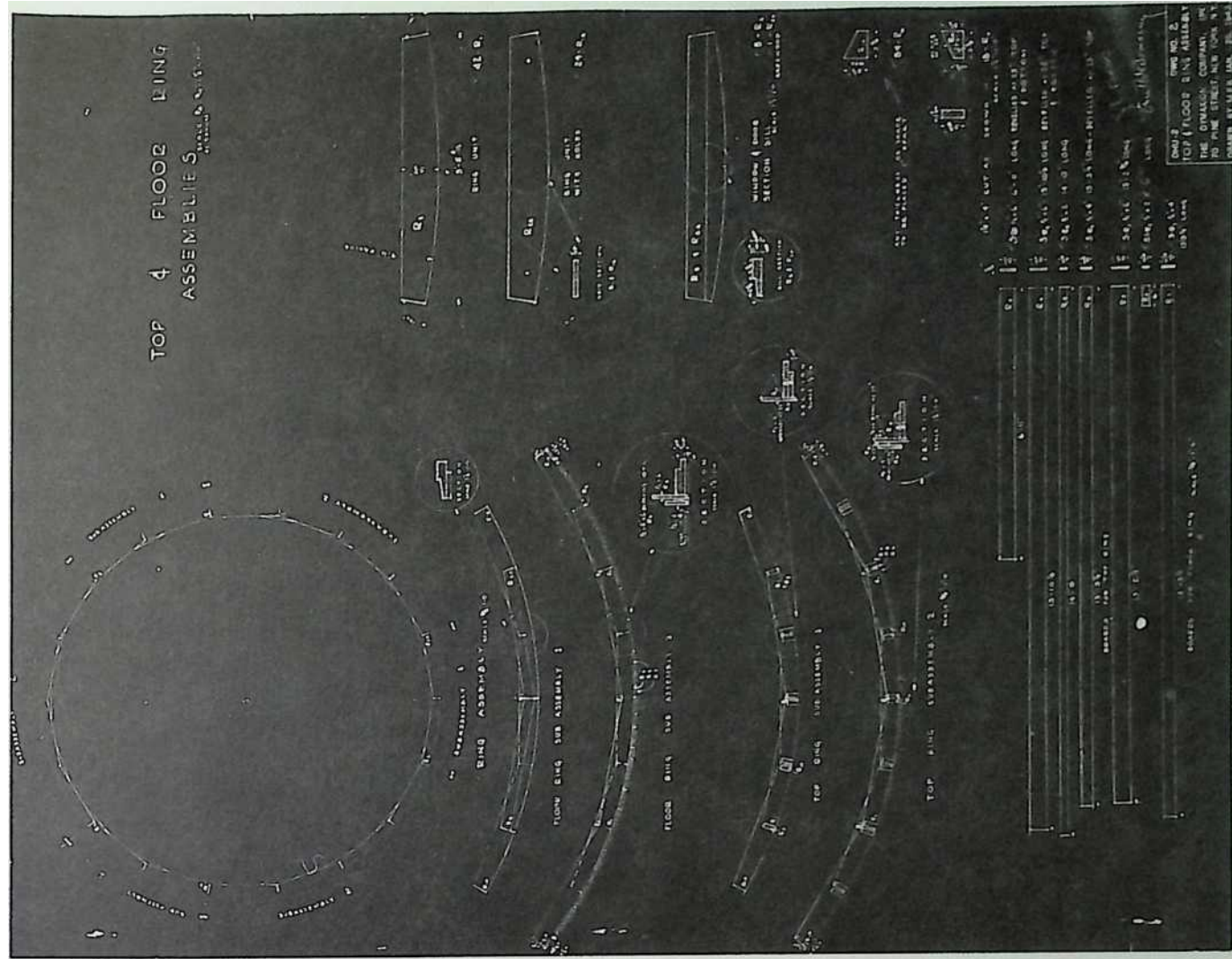






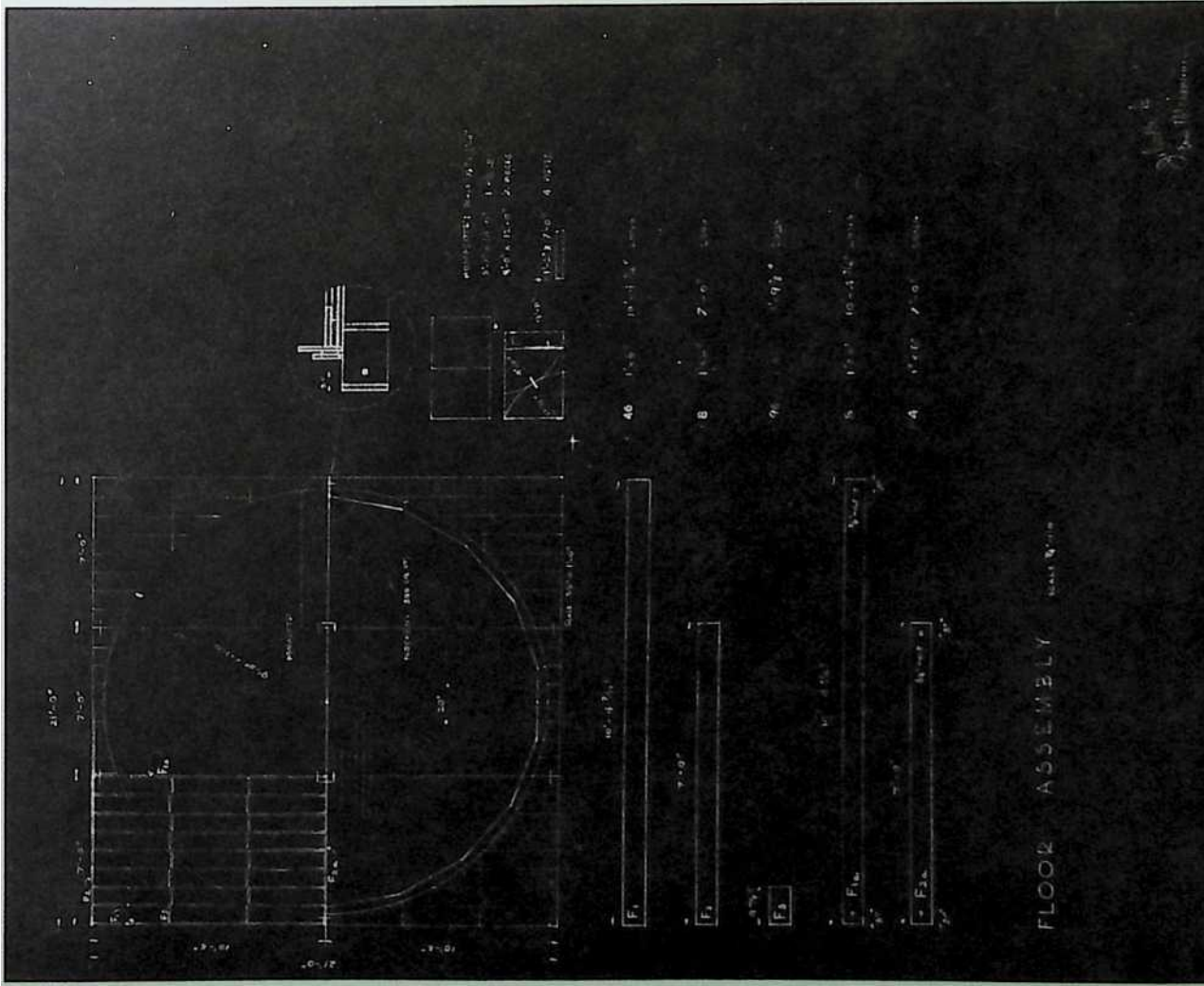


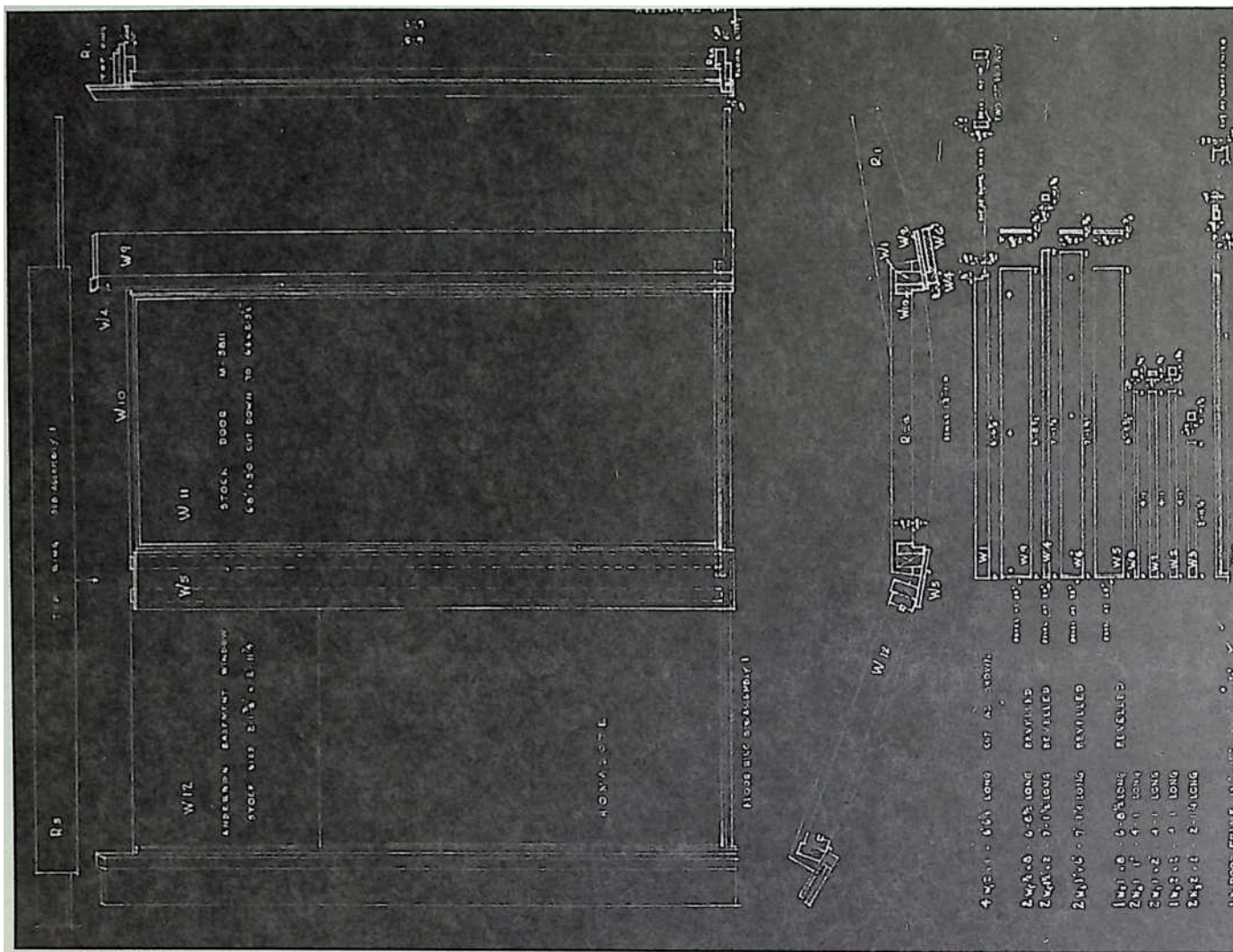
TOP 4 FLOOR RING ASSEMBLIES

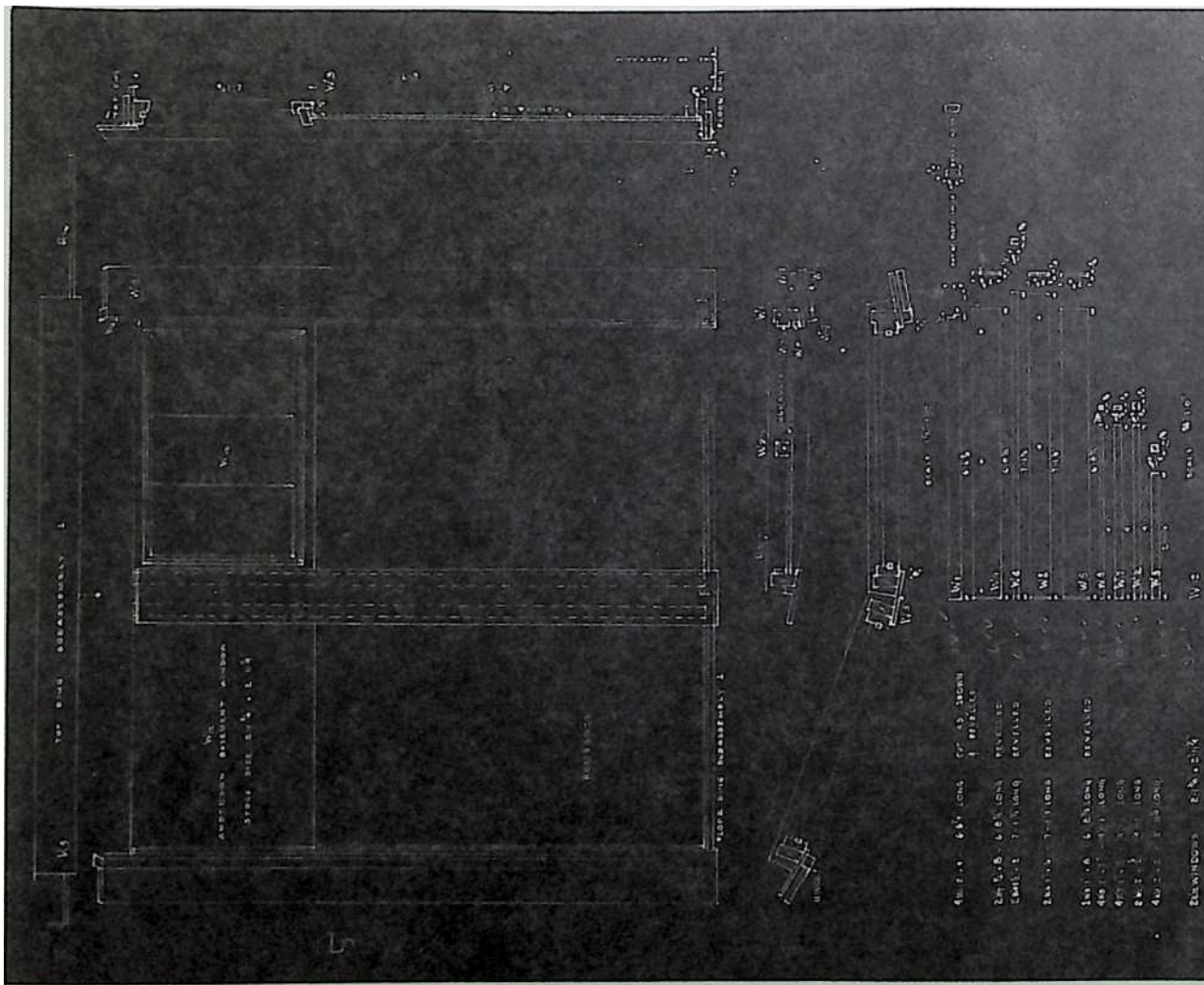


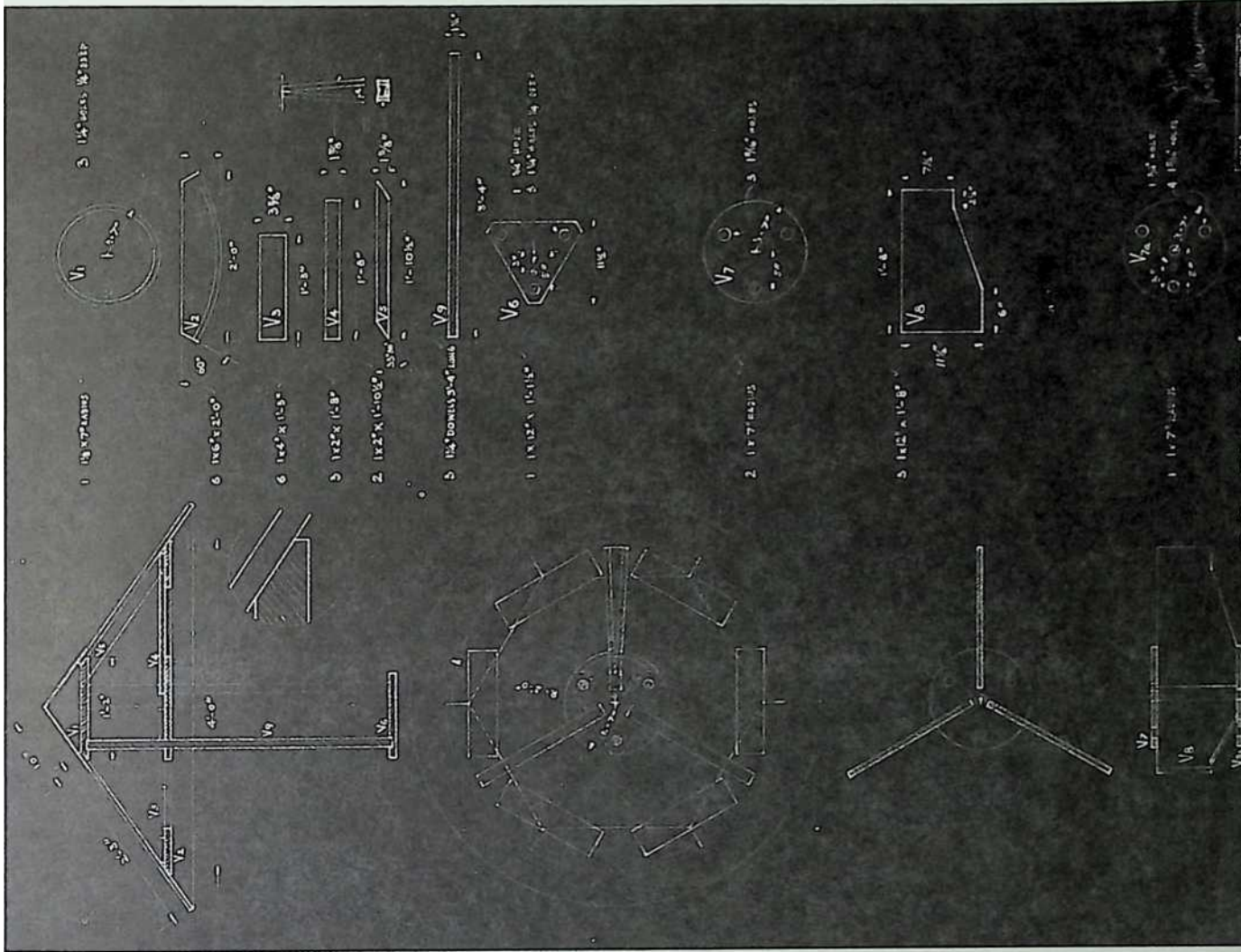
NO.	DESCRIPTION	AMOUNT	UNIT
1	CONCRETE	10,000	CU YD
2	STEEL	1,000	TONS
3	FORMWORK	50,000	SQ YD
4	REINFORCEMENT	100,000	LB
5	PAINT	10,000	GAL
6	LABOR	100,000	HOURS
7	PERMITS	10,000	DOLLARS
8	INSURANCE	5,000	DOLLARS
9	UTILITIES	10,000	DOLLARS
10	CONTINGENCY	10,000	DOLLARS
TOTAL		285,000	

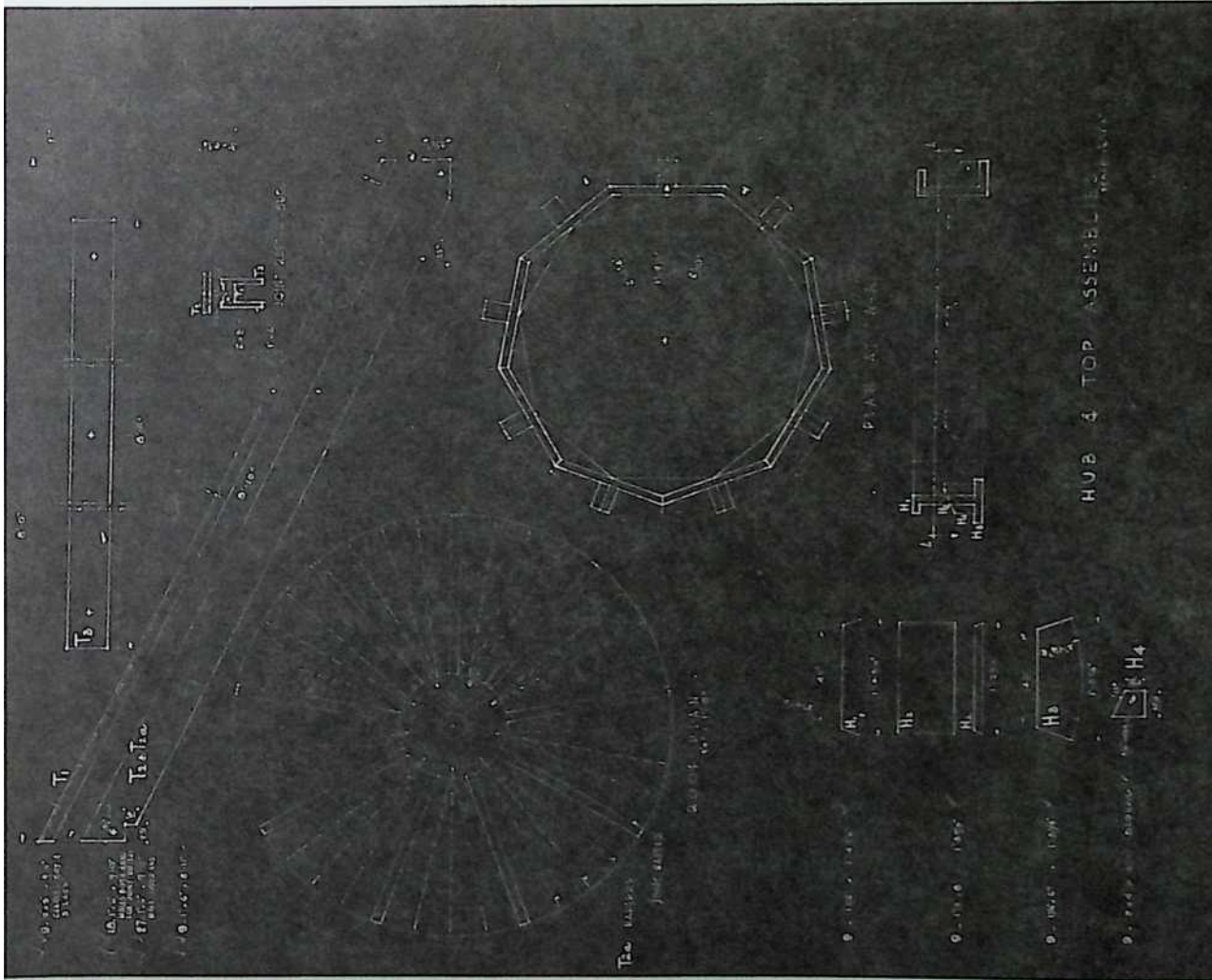
DWG NO. 2
TOP FLOOR RING ASSEMBLY
THE DYWIDAG COMPANY, INC.
70 FINE STREET NEW YORK, N.Y.
DRAWN BY J.E.E. JAN 1944

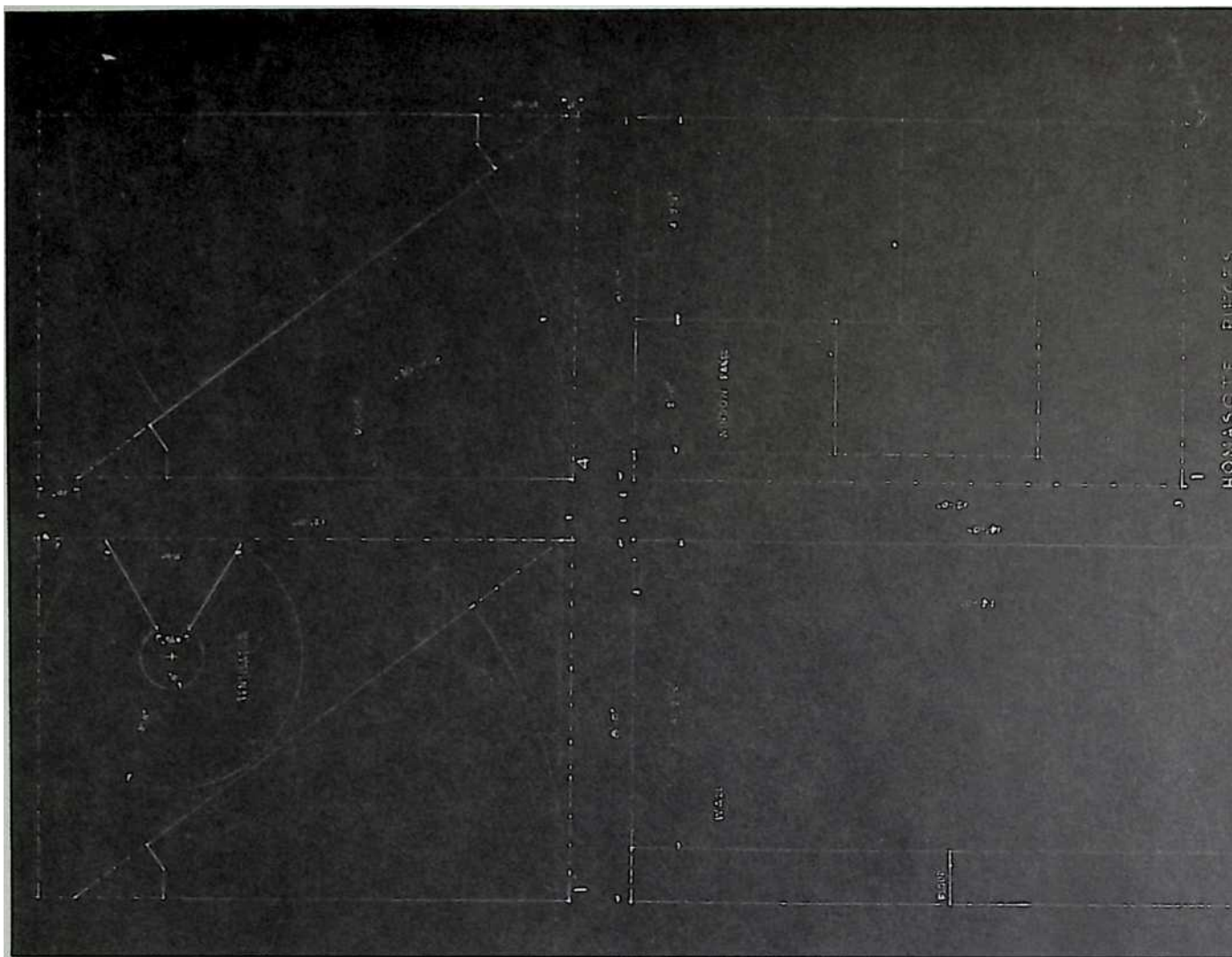










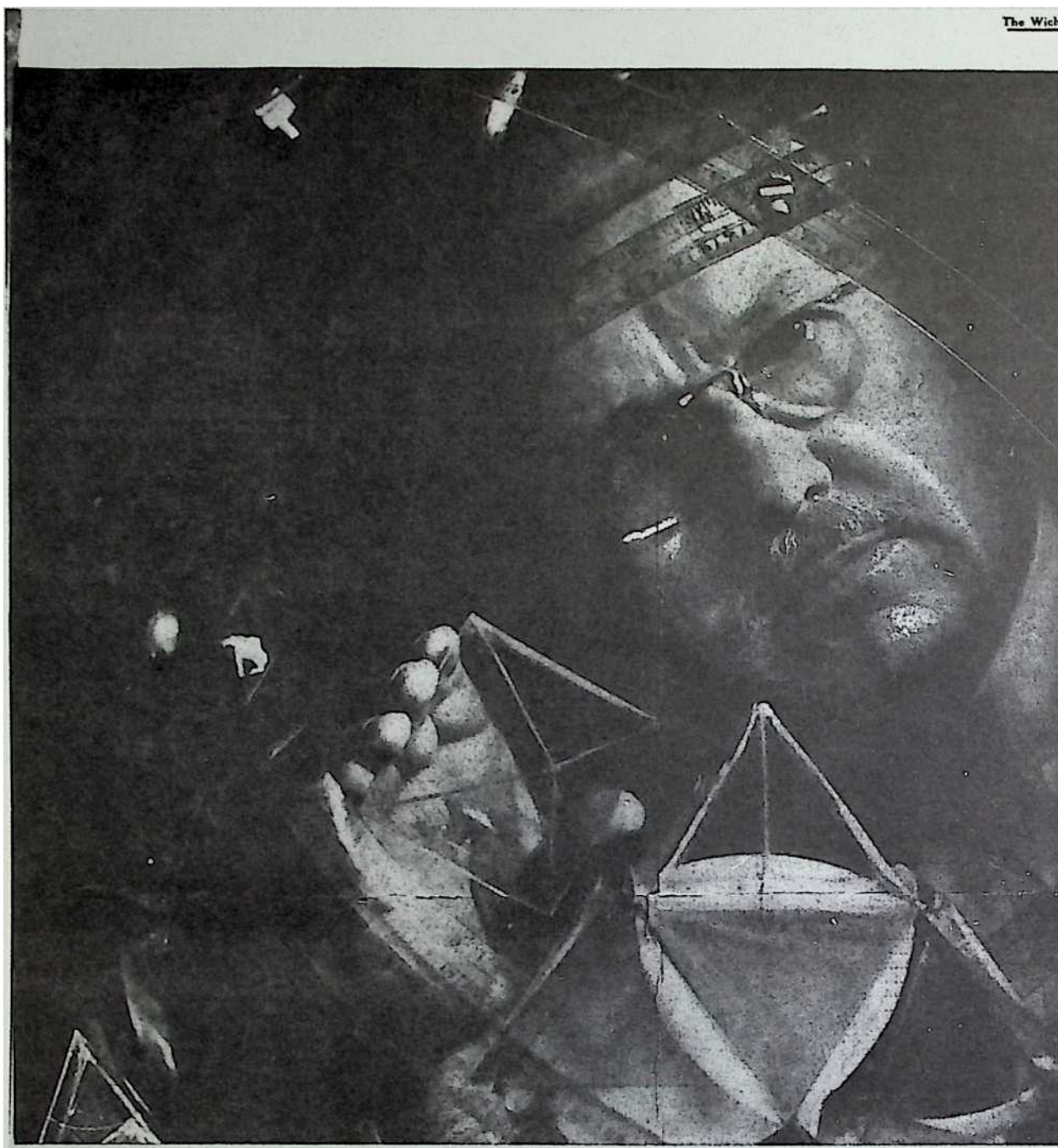


The Wichita House 1944–1946

The Wichita House was prompted by the dearth of low- cost housing during World War II. It was inspired by Fuller’s obsession with the design of the modern vehicle and was realized with the technology of the aircraft industry. The owners of the Beech Aircraft Company in Wichita, anticipating a reduction of business after the war, hired Fuller to design a housing unit that could be manufactured easily. It was theorized that its production would recoup the loss incurred by the decline of airplane production, as well as keep skilled metal workers in Wichita.

The Dymaxion Dwelling Machine—The Wichita House

The Wichita House is a cylinder with a dome suspended from a central mast, braced to the ground with metal cables and sheathed in thin aluminum sheets. The interior space is divided into rooms by light partitions that do not touch the ceiling, assisting the easy flow of fresh air coming in from below and emerging from the aerodynamic and revolving ventilator above. Although there are hundreds of metal parts for this house, none of them weigh more than ten pounds or require more than one person to assemble. Moreover, in spite of its many parts, the Wichita House can be packed and shipped in an amazingly small cylindrical container. It was estimated that the house could be sold eventually for only \$6,500, which would have realized Fuller's ideal of 1927 to sell a house at fifty cents a pound. However, its great economy was not the only factor that could ensure the successful dissemination of the Wichita House in 1946. Whether consumers would be willing to accept its elegant, aeronautical aesthetic on a daily basis was never put to the test, as the project was aborted in the development stage before it ever reached the marketplace. Even Fuller's slightly later Airbarac version of this house—intended to attract the support of the United States Government—did not make an everyday reality of this precocious domestic experiment. The reluctance of the bankers and the Federal Government to fund the project prompted Fuller's further researches into the geometry of tension and compression that gave rise to the great geodesic domes of the fifties and sixties.



HOUSES AT 50/ A LB.-EO.B. WIGHT. A

This isn't merely the grimmest housing crisis in history; it's the signal for one of the greatest industrial adventures of all time. Not since the Tower of Babel has there been a building project of such magnificent Aspirations. Because of it, FORTUNE has devoted its entire April issue to the single subject of Housing.

By far the lioldest man to accept the challenge is Buckminster .Fuller, whose Dymaxion car pioneered the streamlining of auto- mobiles, and whose Dymaxion house at 50c a lb. has made Wichita the Kitty Hawk of industrialized housing. And the eventual triumph of mass production over industry's sole anachronism will come only through the genius and courage of housing adventurers like Bucky Fuller.*

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j Throughout the nation, there are Fullers at work in even' industry. Not all, not even most, are men of science. They are simply men and women who recognize in this age the chance for an industrialized civilization that is truly civilized.

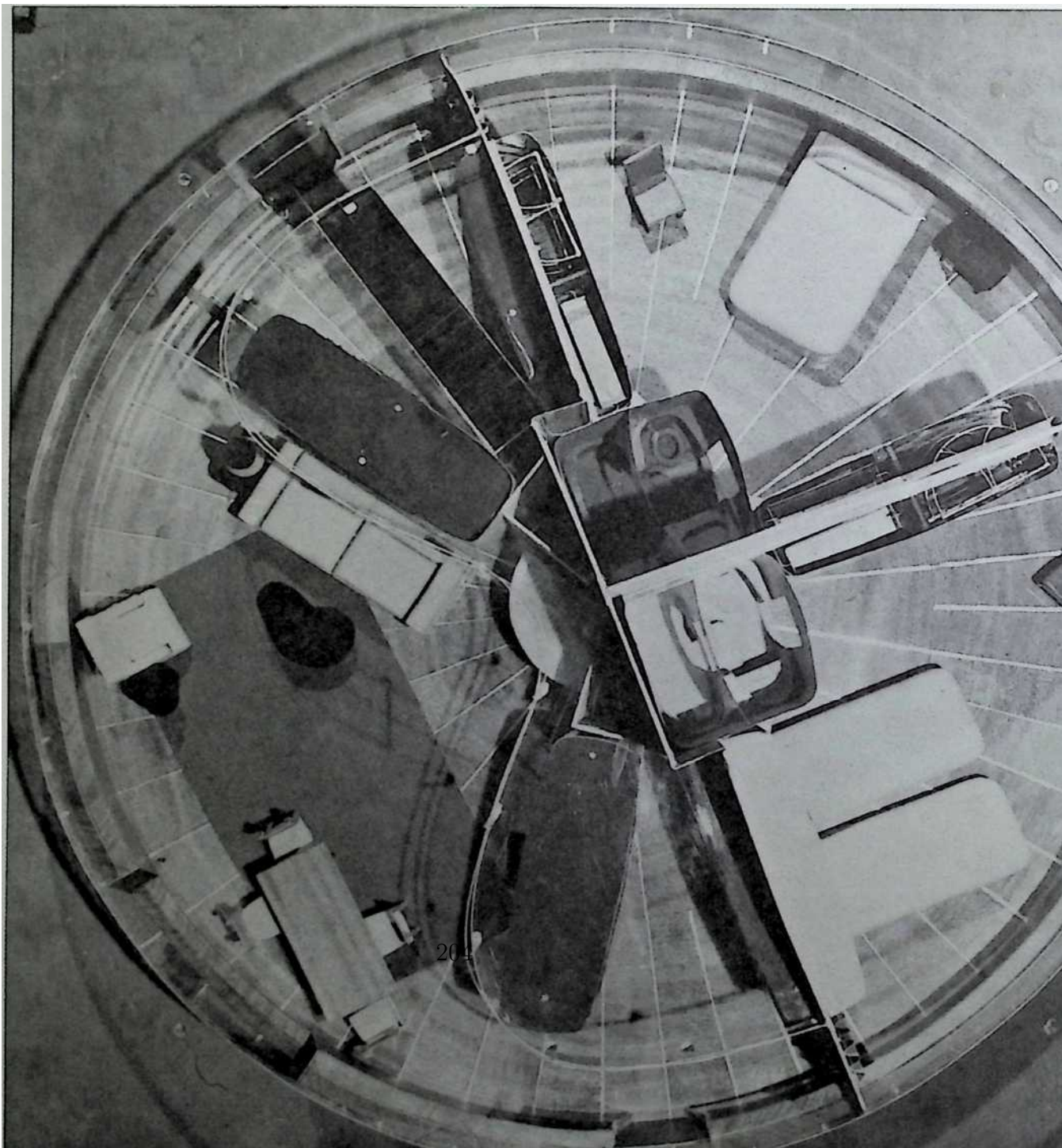
To write the story is an inspiring assignment for any magazine. It is one for which **Fortune** has spent 16 years in preparation. To its 230,000 subscribers and its million or more readers—leaders of American industry, in whose hands the control of progress is largely concentrated —**Fortune** brings each month a unique kind of enlightenment. **Fortune** dramatizes for its Management readership the broad issue, the new science, the applied technique, and tells in exciting detail the story of the industries, the corporations, and th'' men who are the pioneers in this Great Adventure.

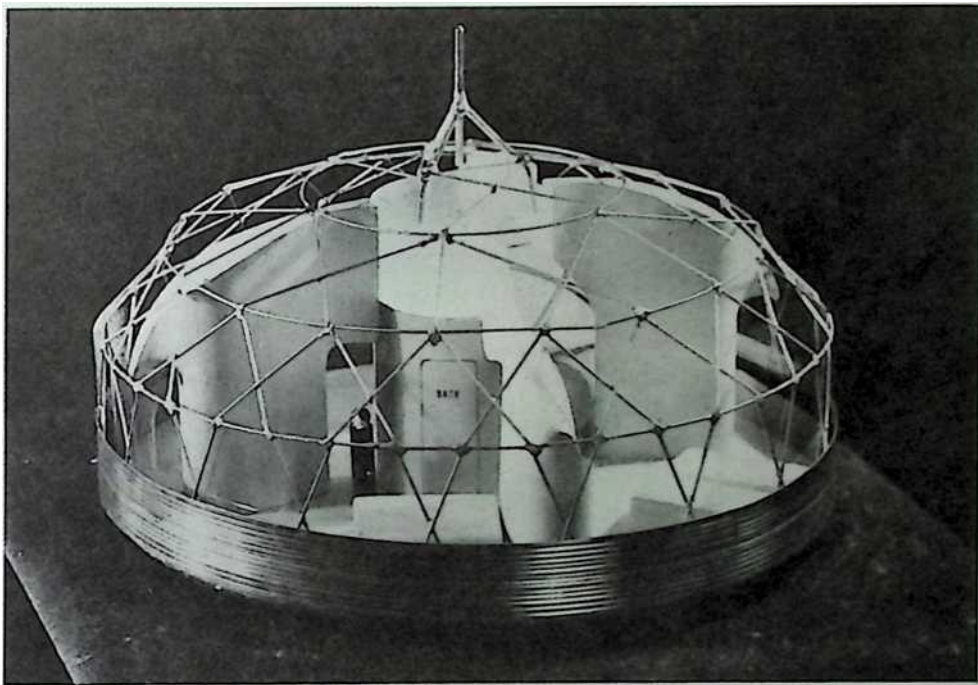
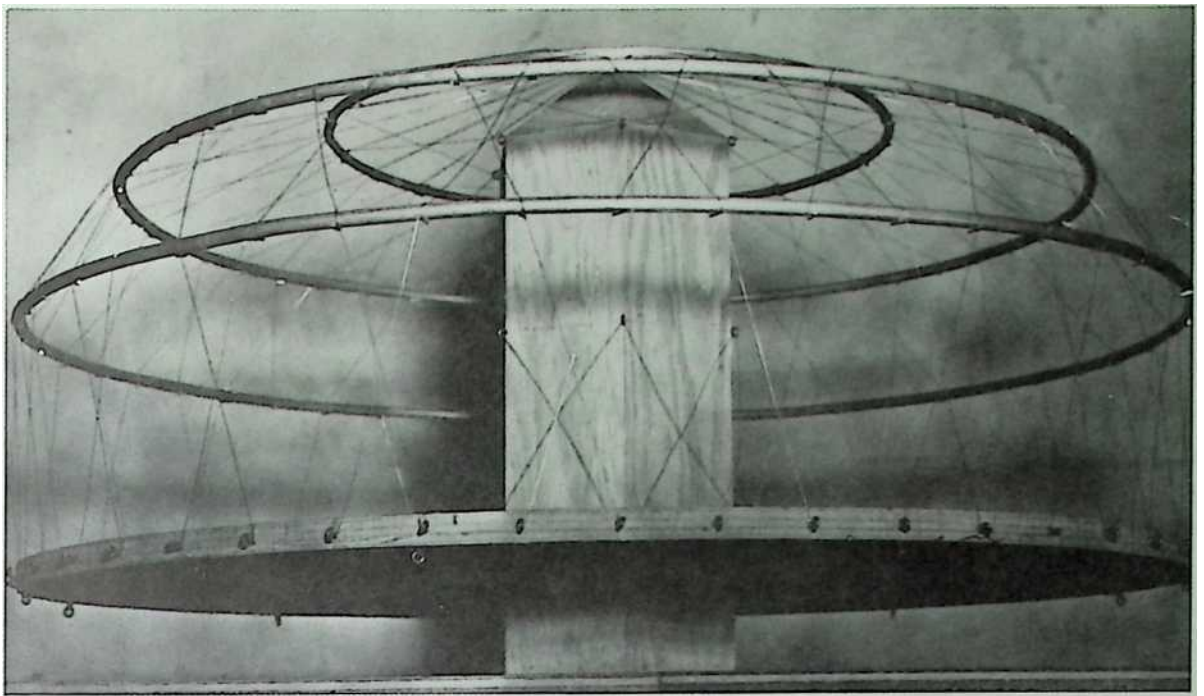
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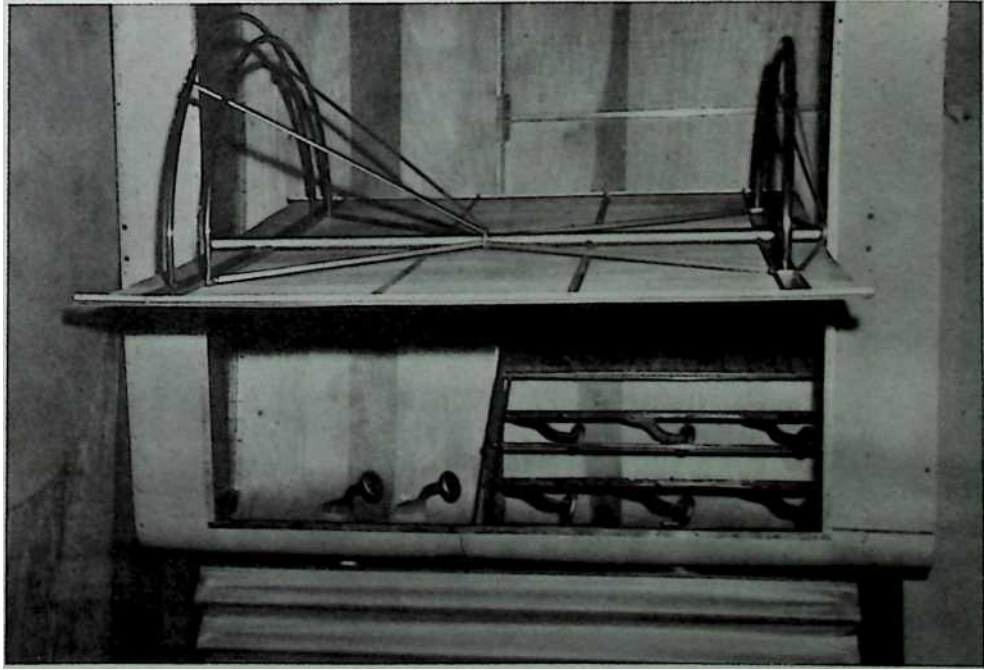
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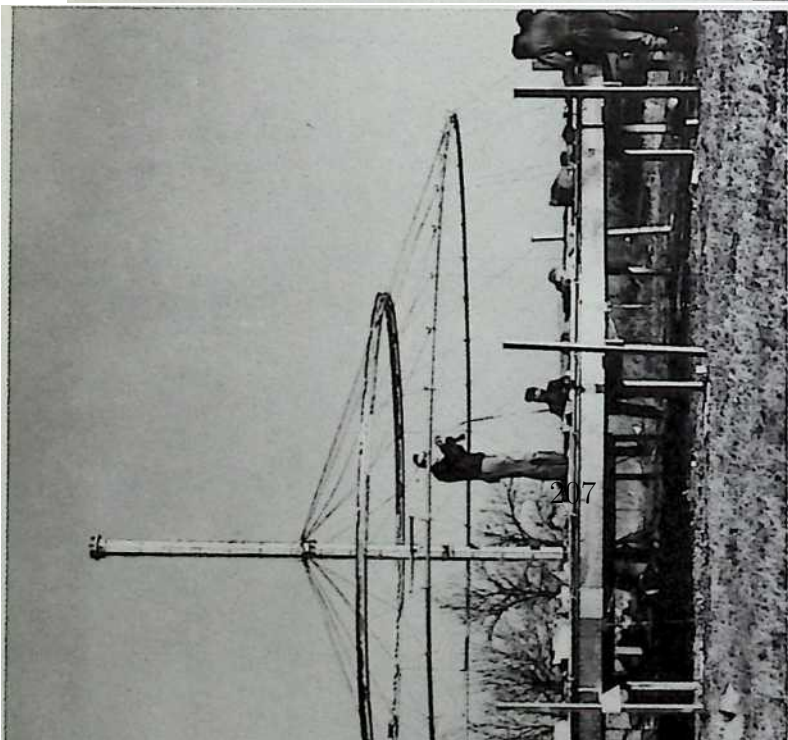
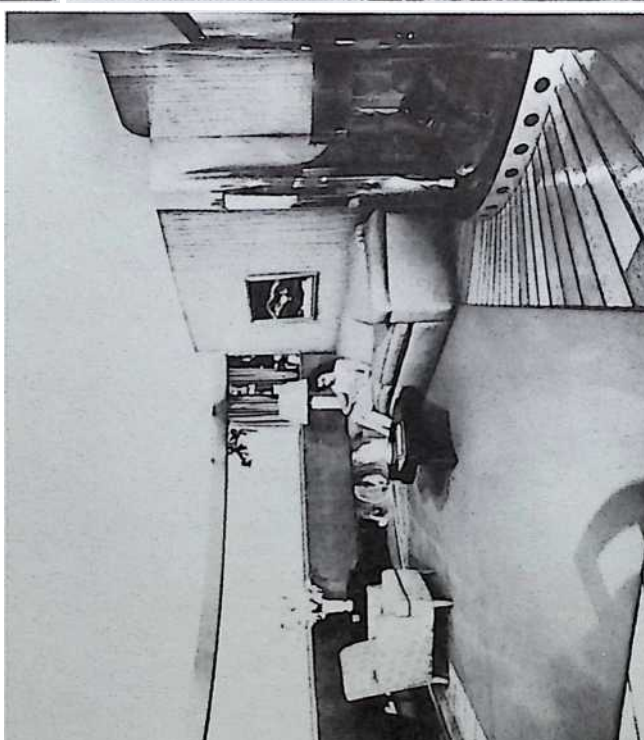
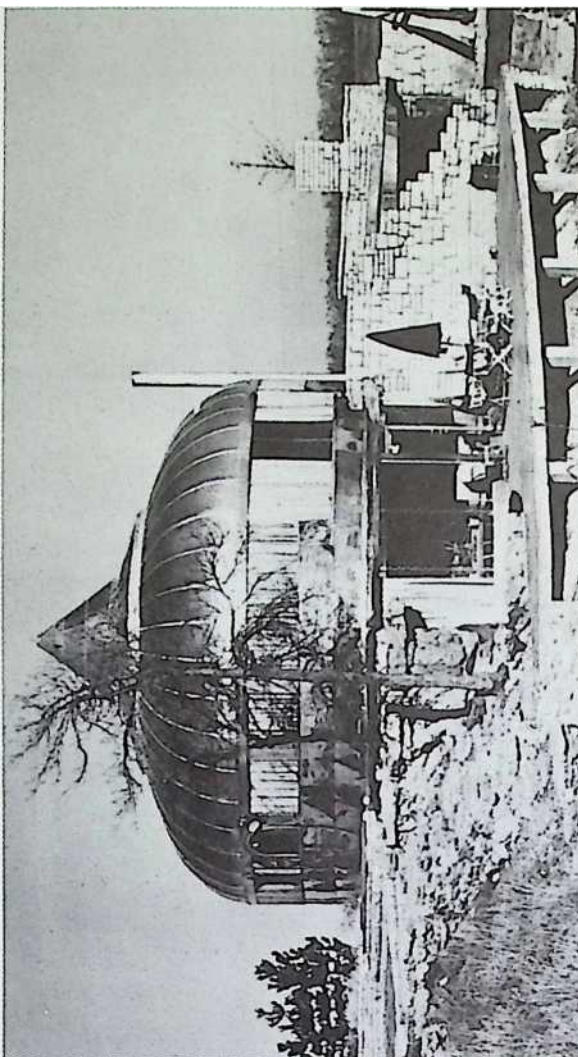


Standard Version 1945–1946









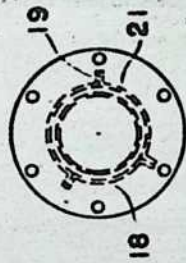


FIG. 4.

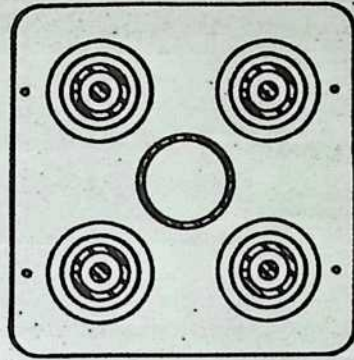
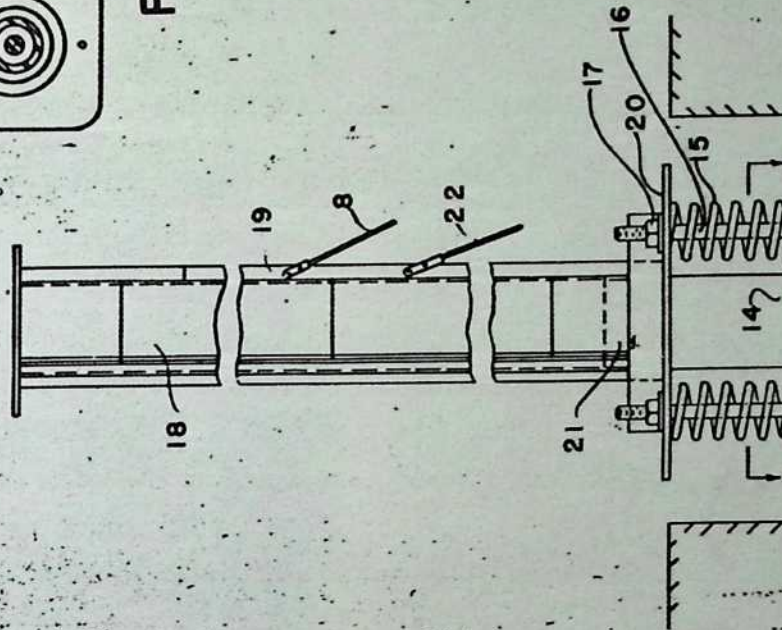


FIG. 3.



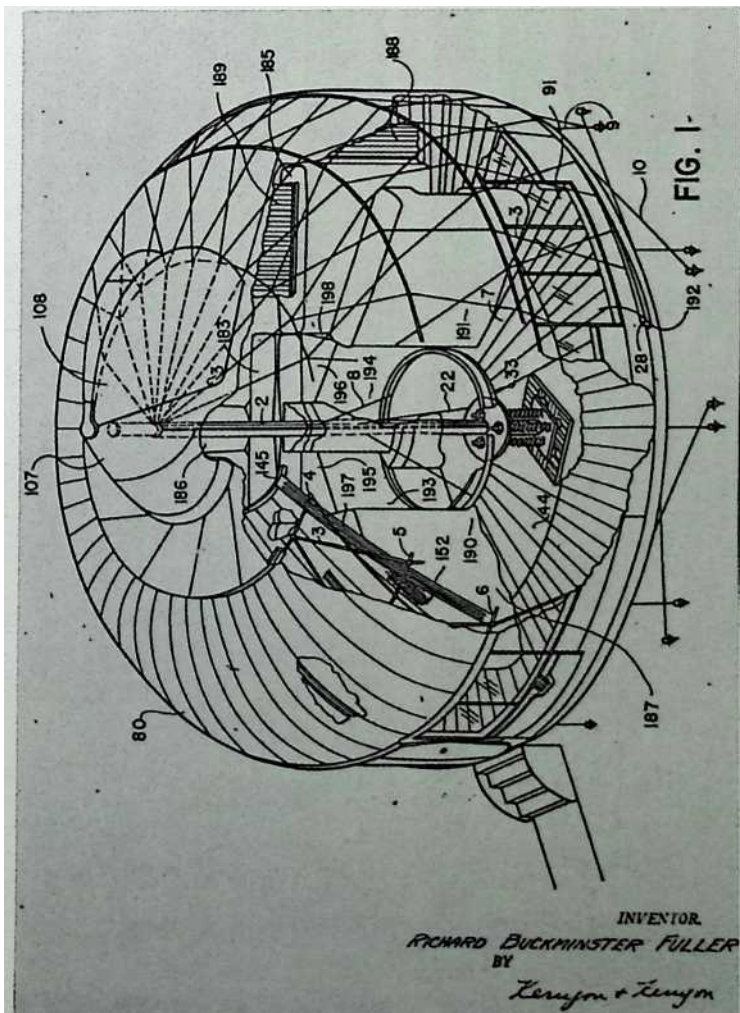
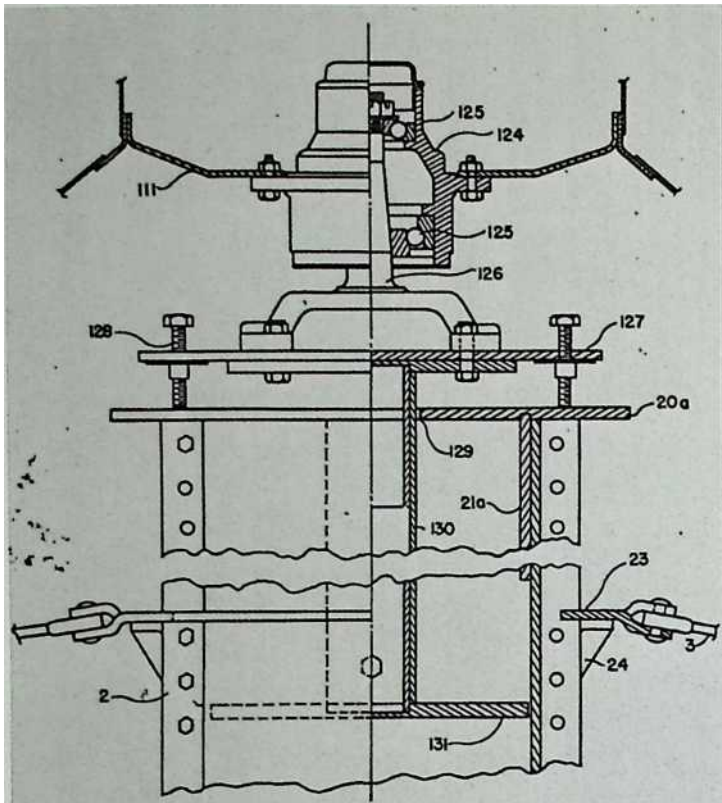


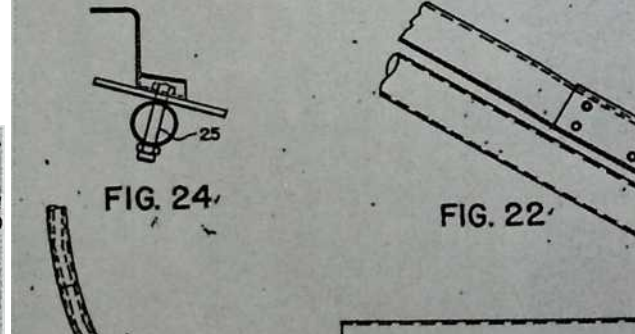
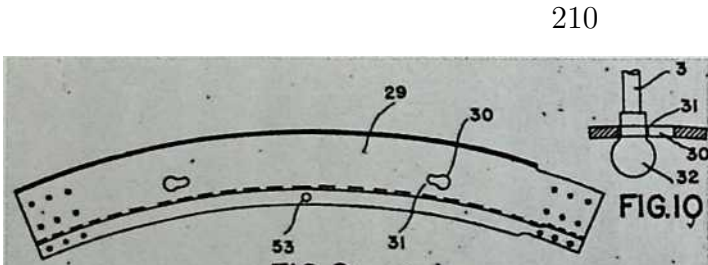
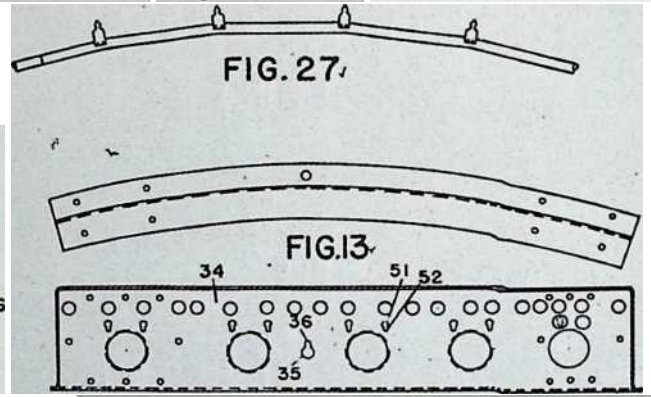
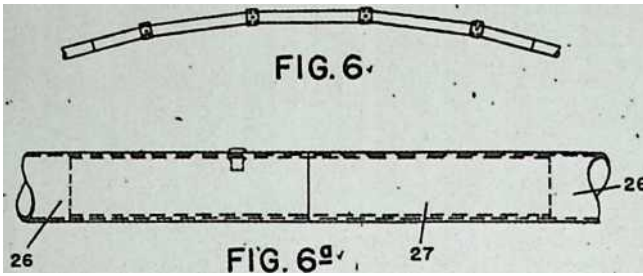
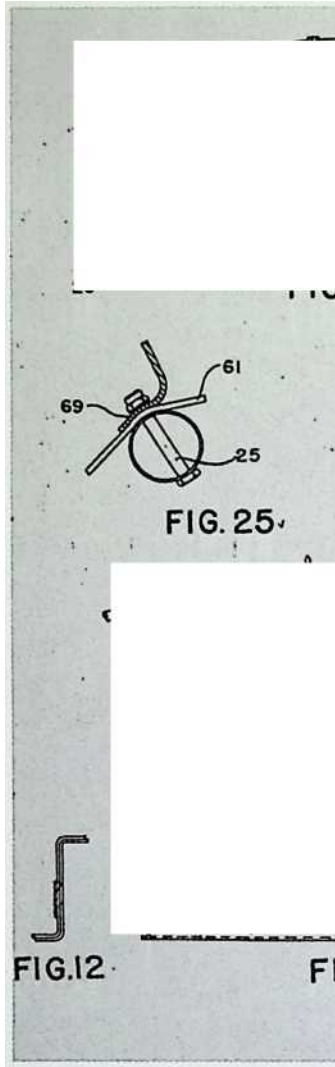
FIG. 5

BY

INVENTOR.



Keuym & Keuym



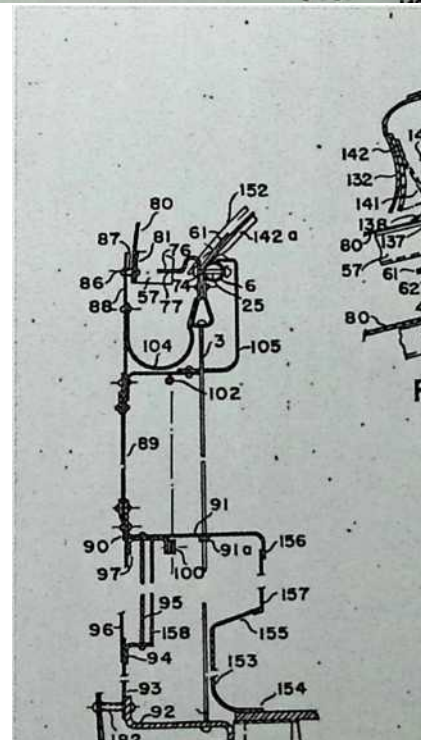
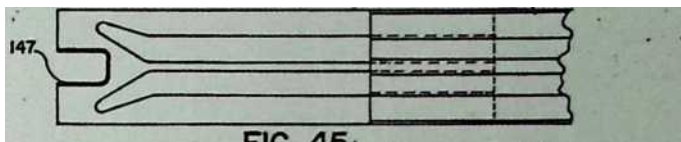
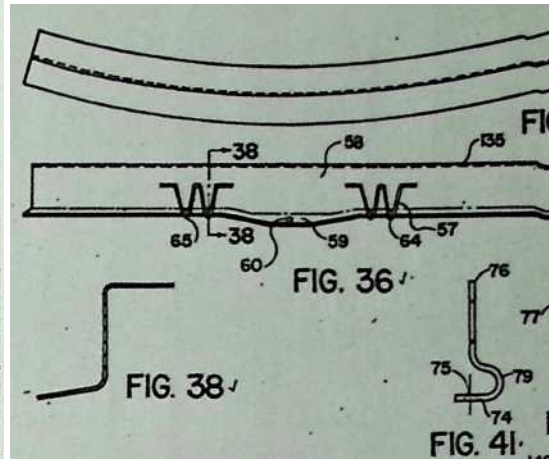
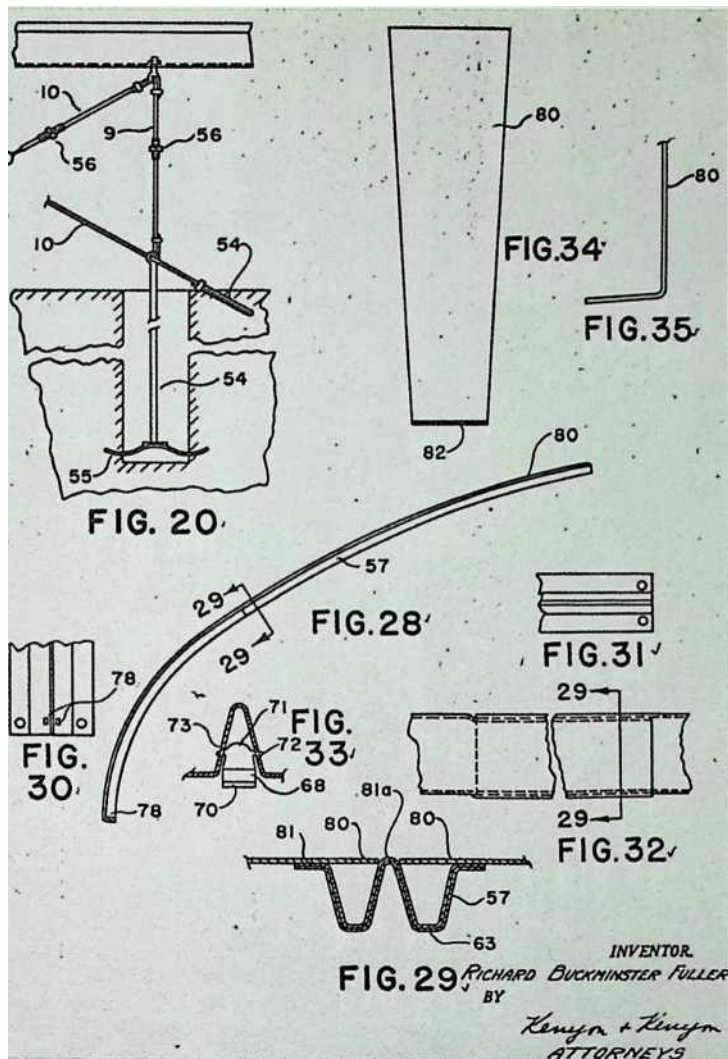
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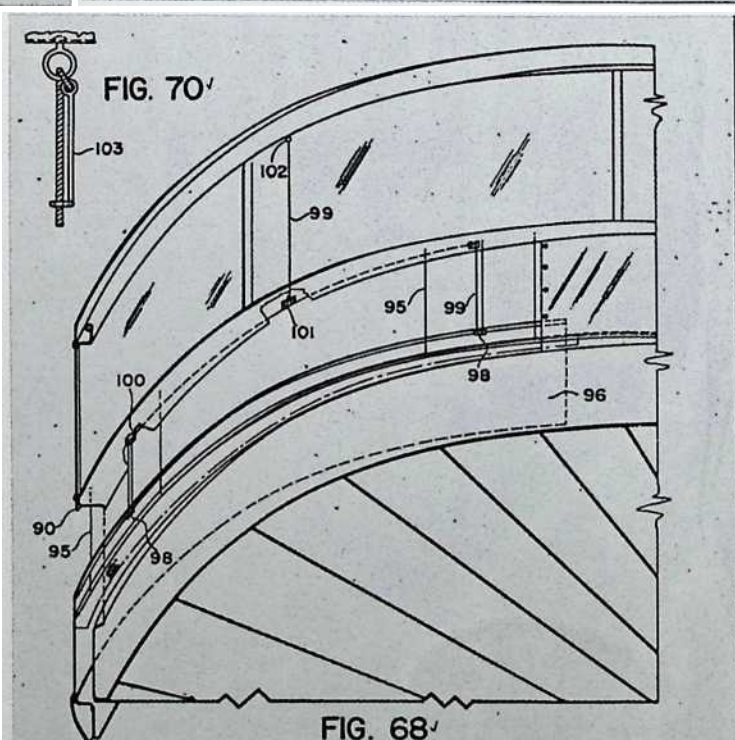
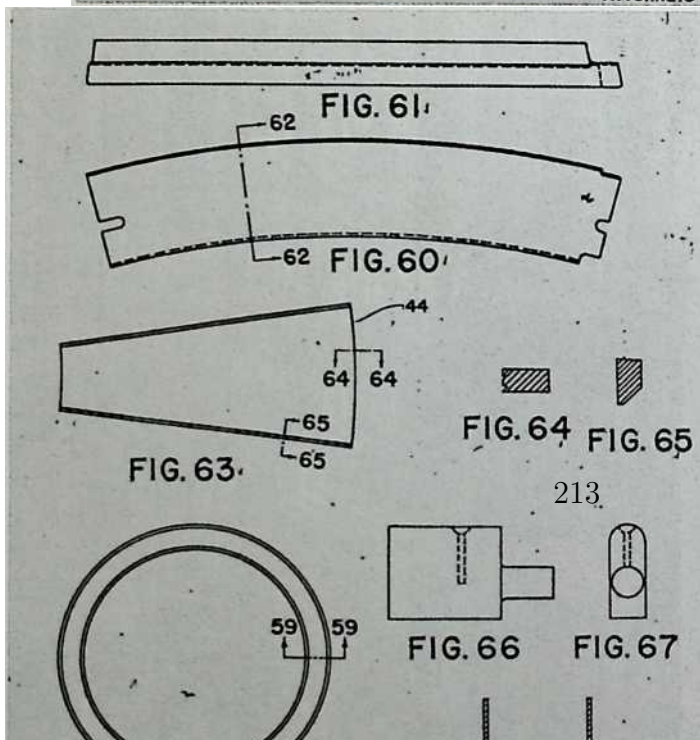
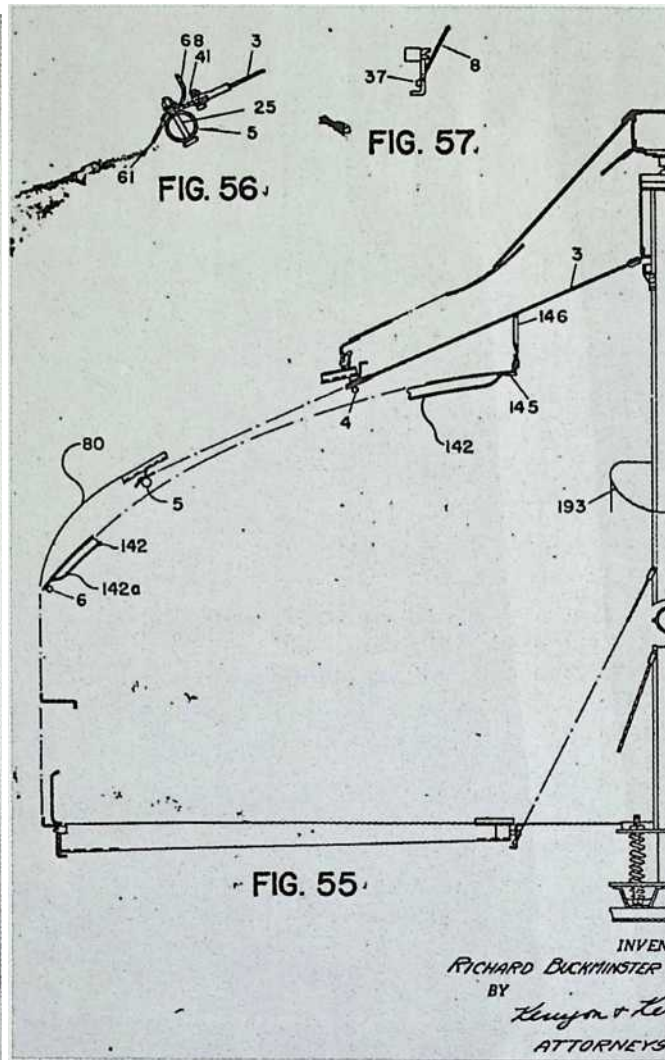
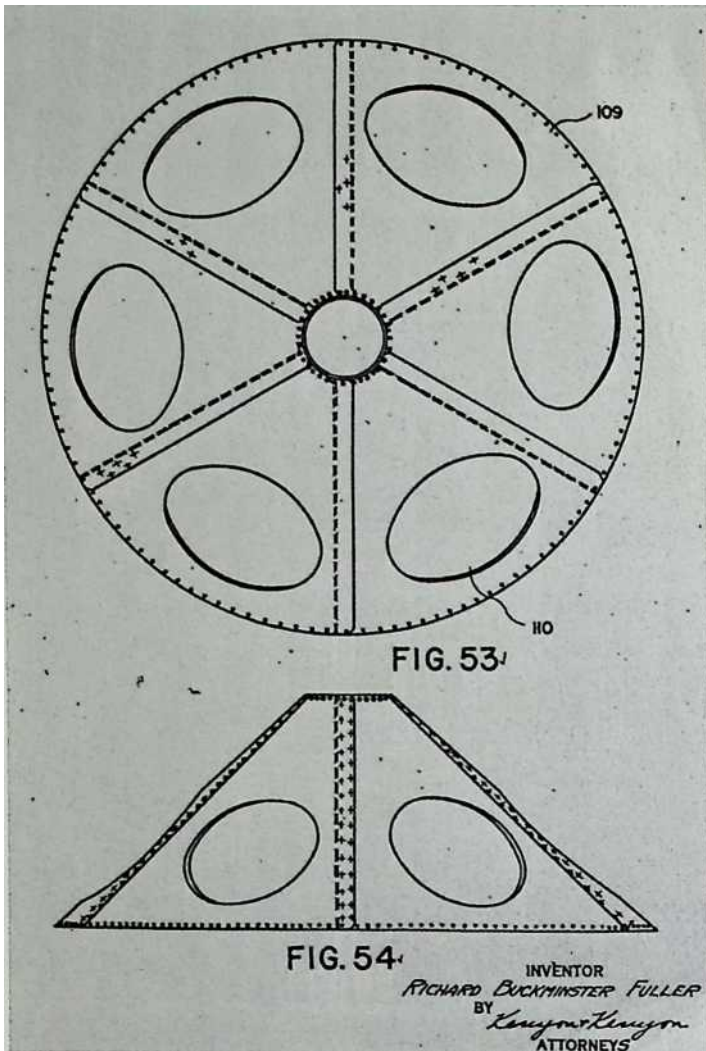
FIG.39'

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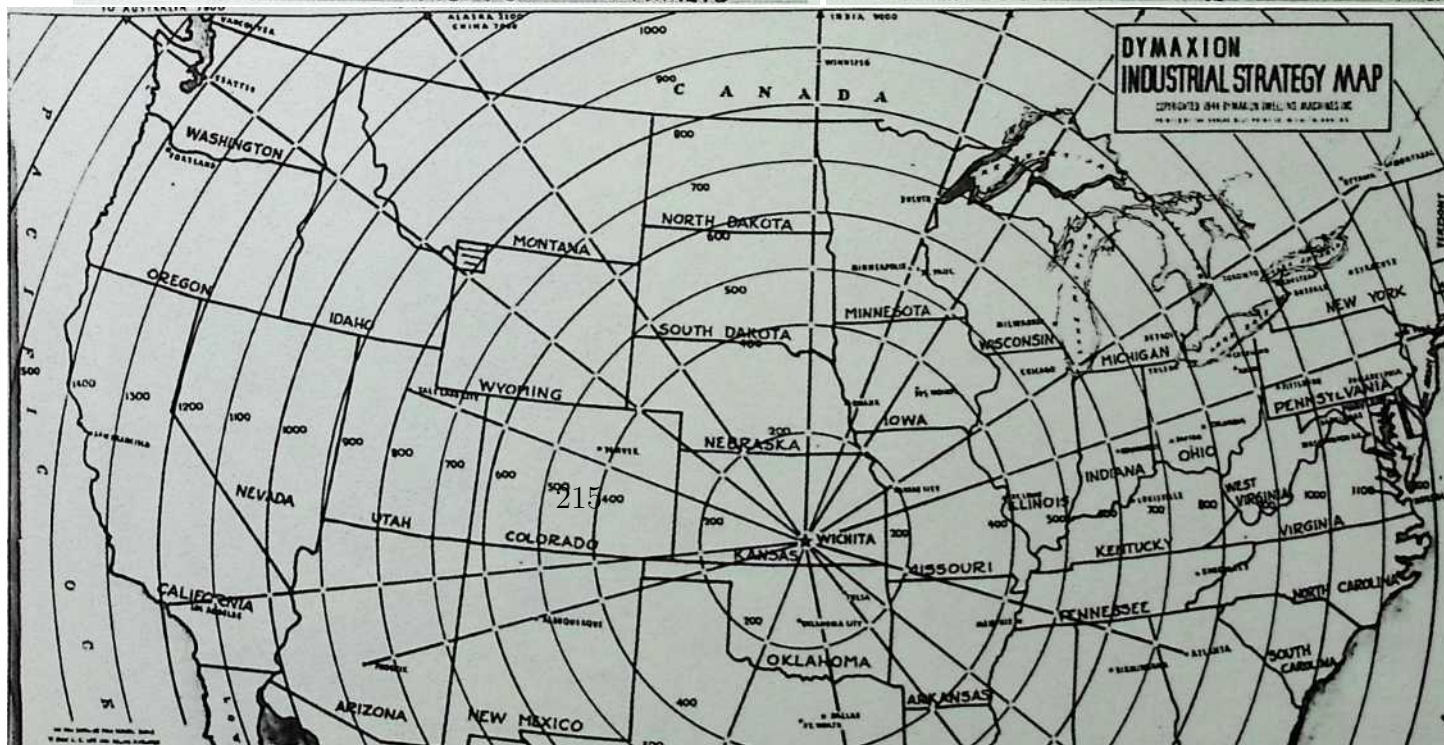
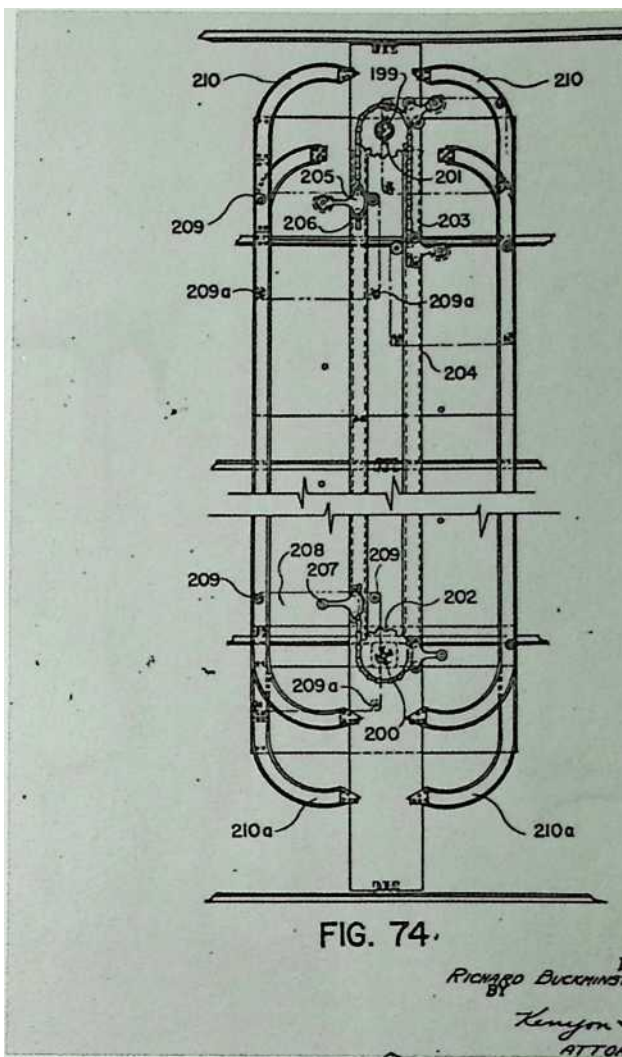
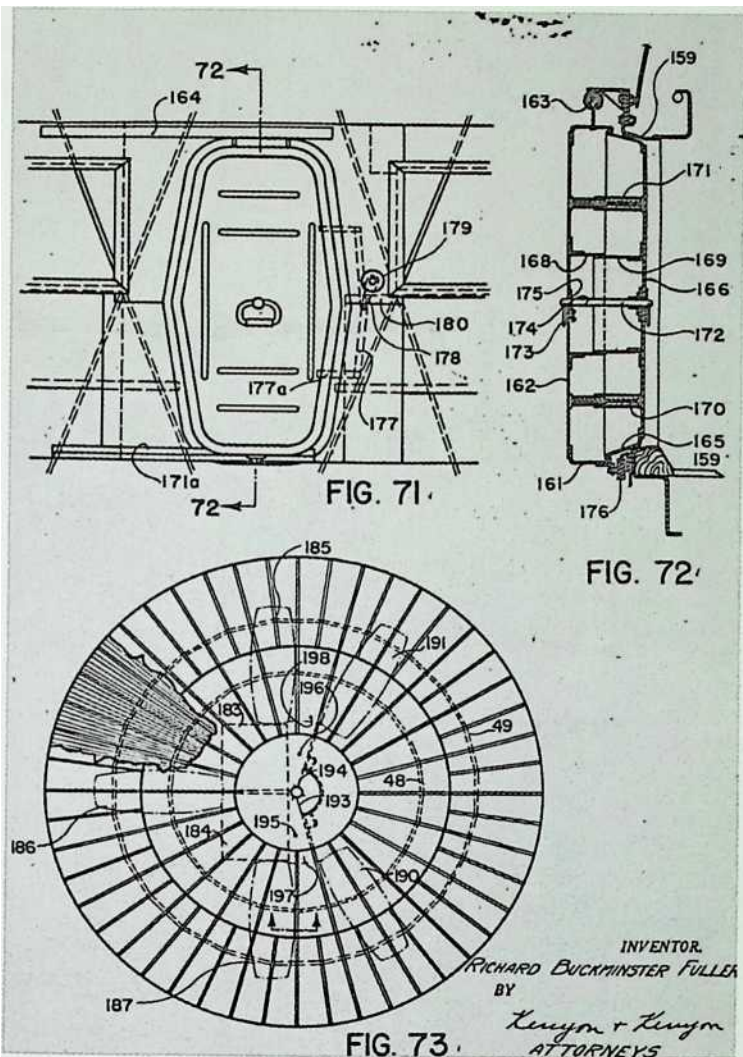
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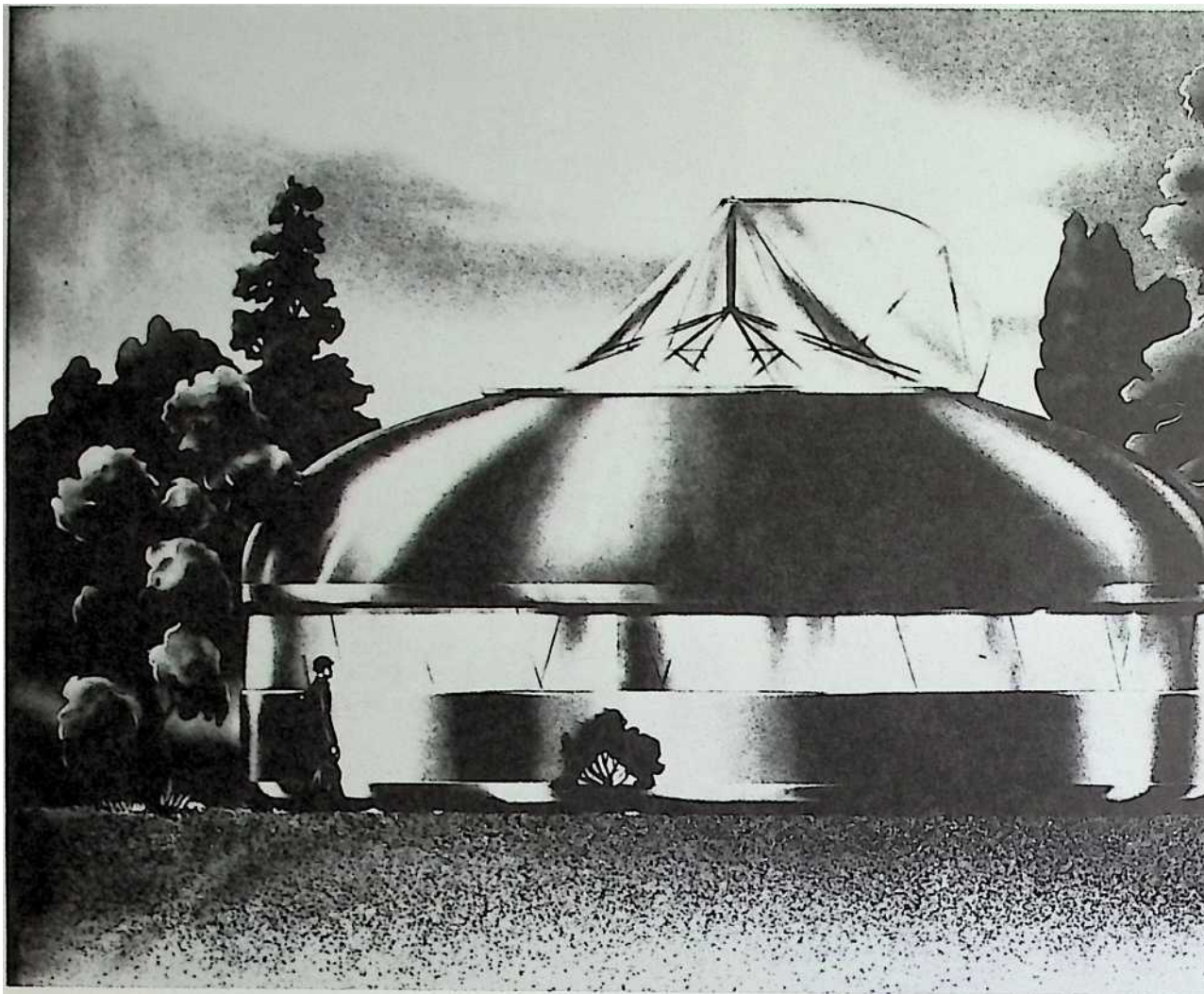
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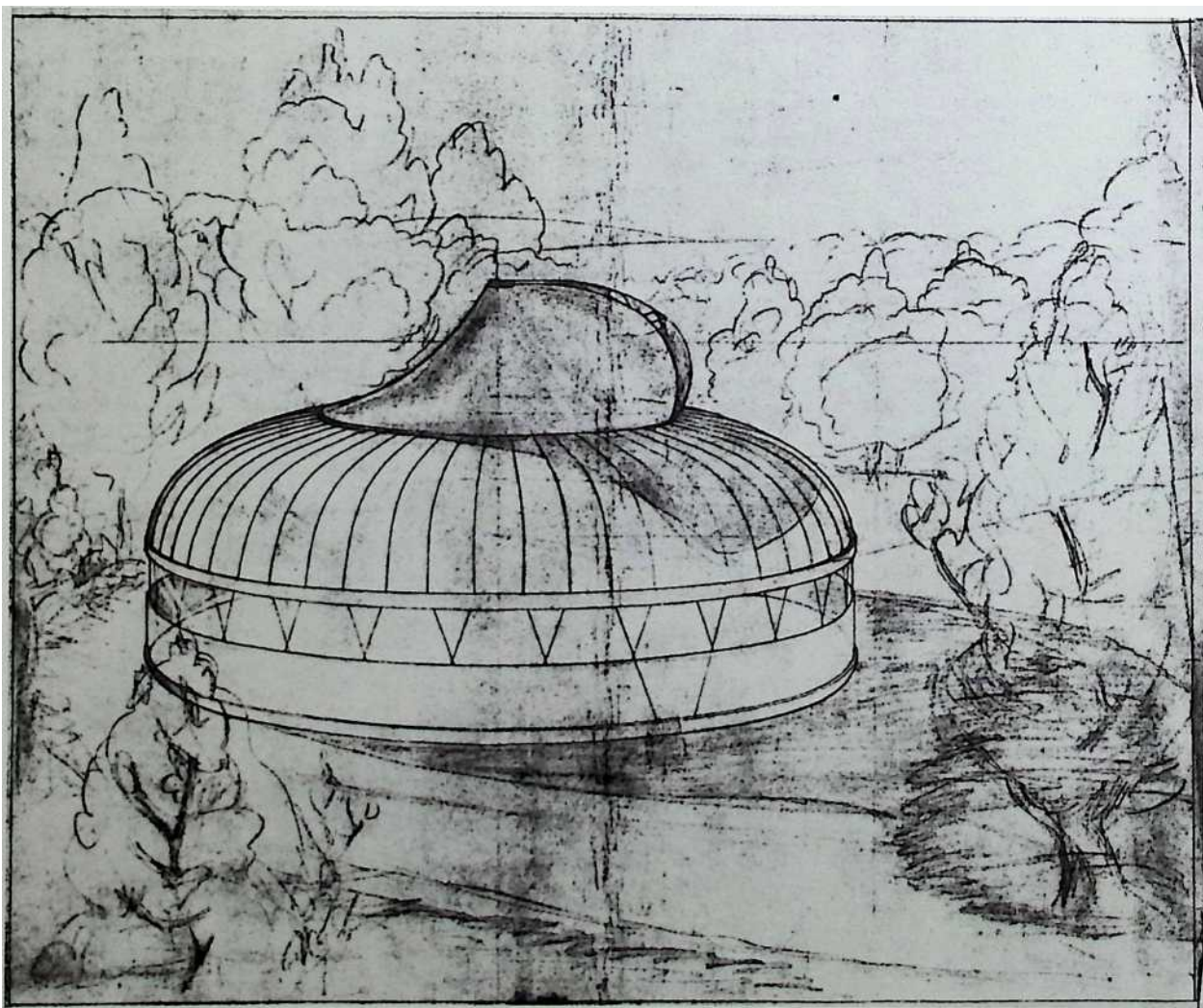




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D-32 D-36 D-40

	100	115	125
FLOOR AREA	100	115	125
VOLUME OF HEMISPHERE	100	115	125
SURFACE AREA	100	115	125
NUMBER OF WALL ROOF PANELS	40	40	40
CENTRAL ANGLE	90	90	90
AREA OF VERTICAL WALL TOP	200	230	250
AREA OF ROOF SHELL	100	115	125
VENTILATION - STRAIGHT DIAMETER	100	115	125
HEIGHT OF VENTILATION	100	115	125
" " VERTICAL WALL	100	115	125
" " ROOF SHELL	100	115	125
O.A. - HAST FROM ROOF	100	115	125
DIAMETER OF VENTILATION	100	115	125
CURVED AREA OF	100	115	125
NUMBER OF WALLS	100	115	125
NUMBER OF PILES	100	115	125
NUMBER OF PILES	100	115	125
NUMBER OF PILES	100	115	125

STORAGE CLOSET

TANK ROOM WATER

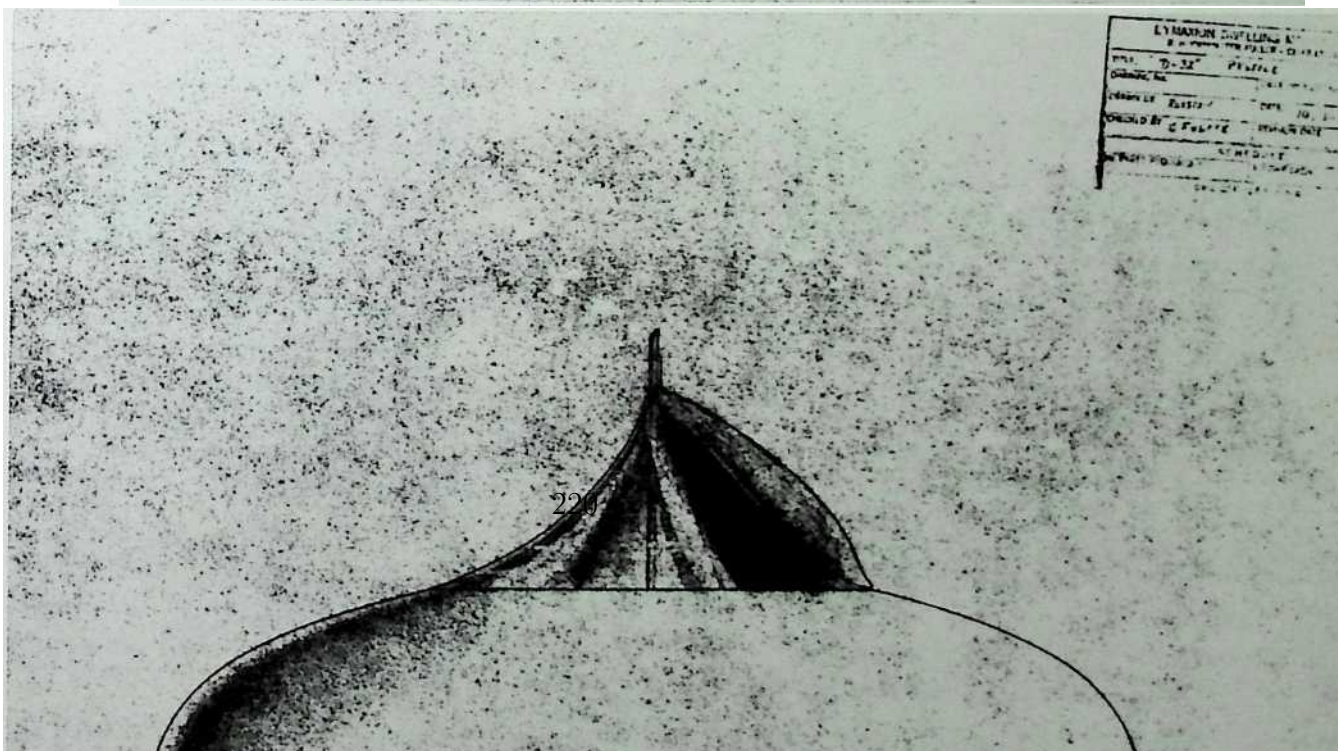
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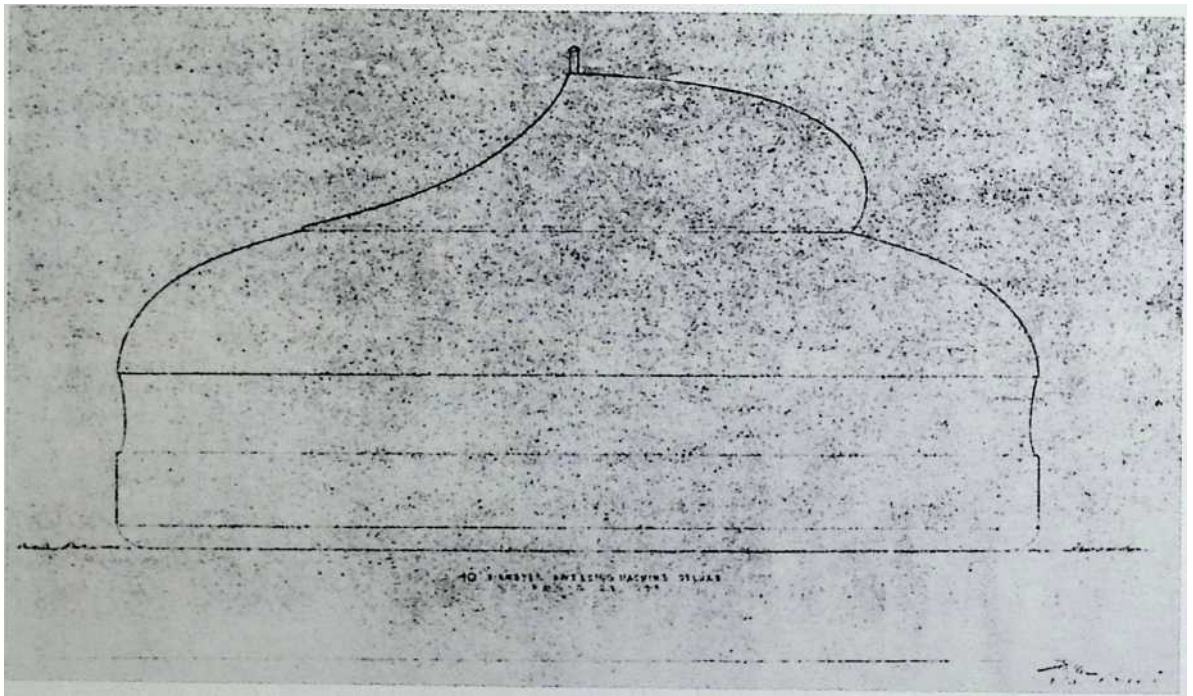
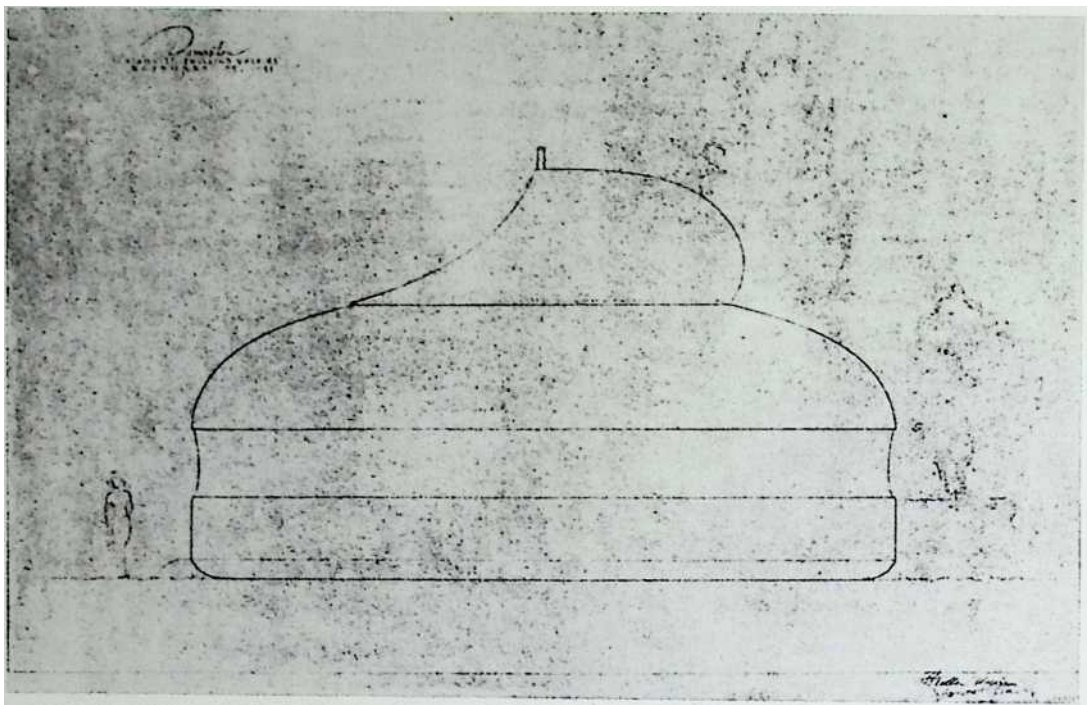
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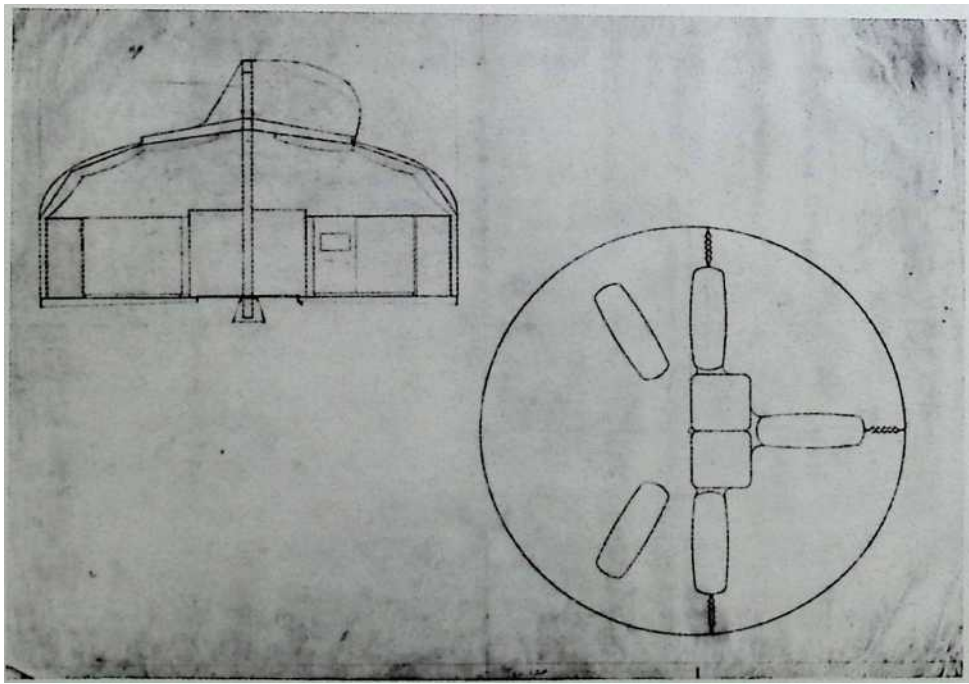
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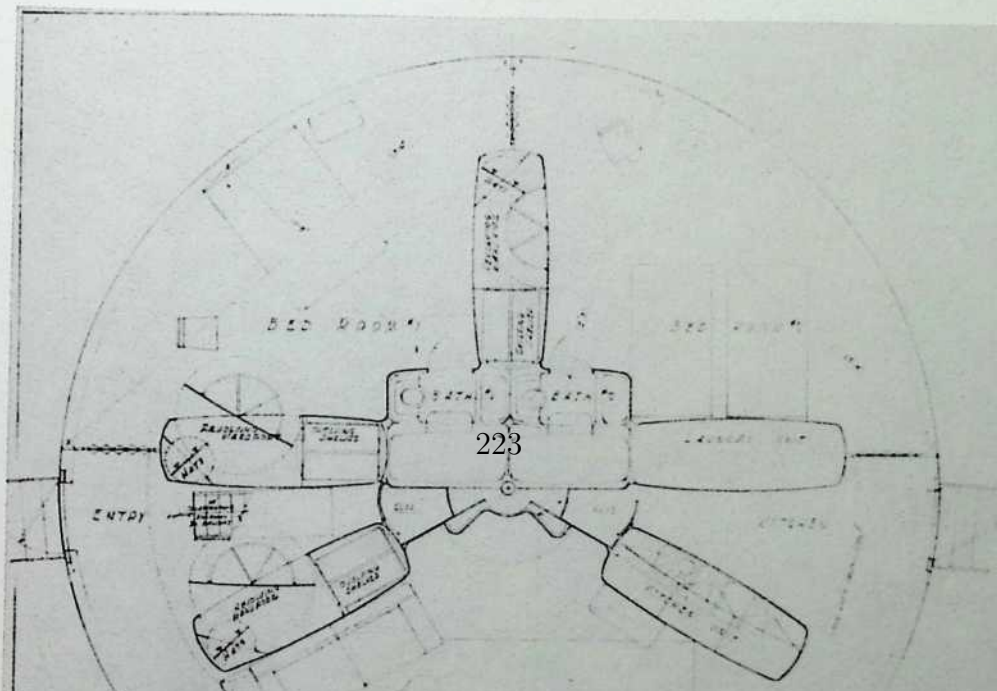
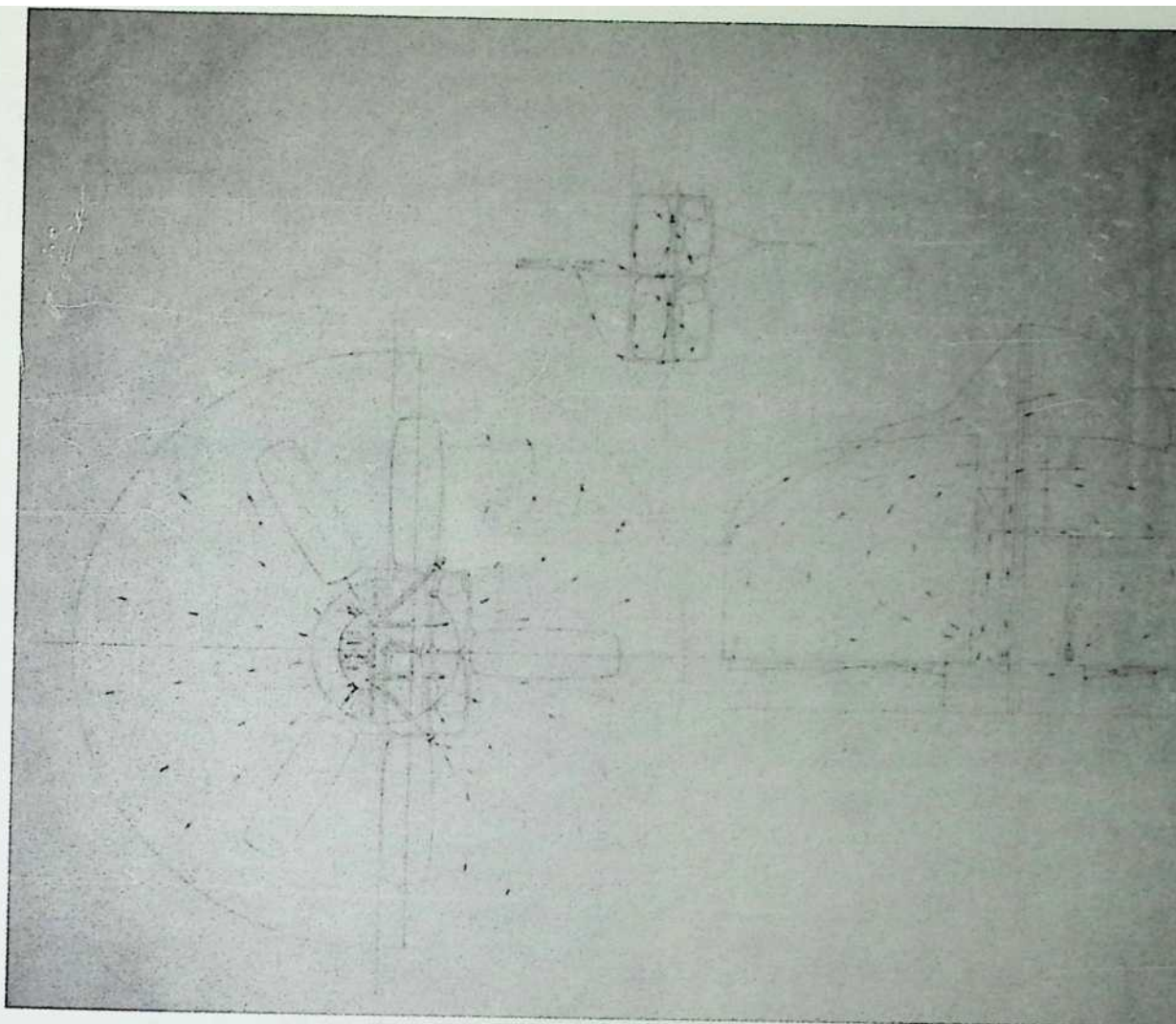
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WATER WASTE PIPE

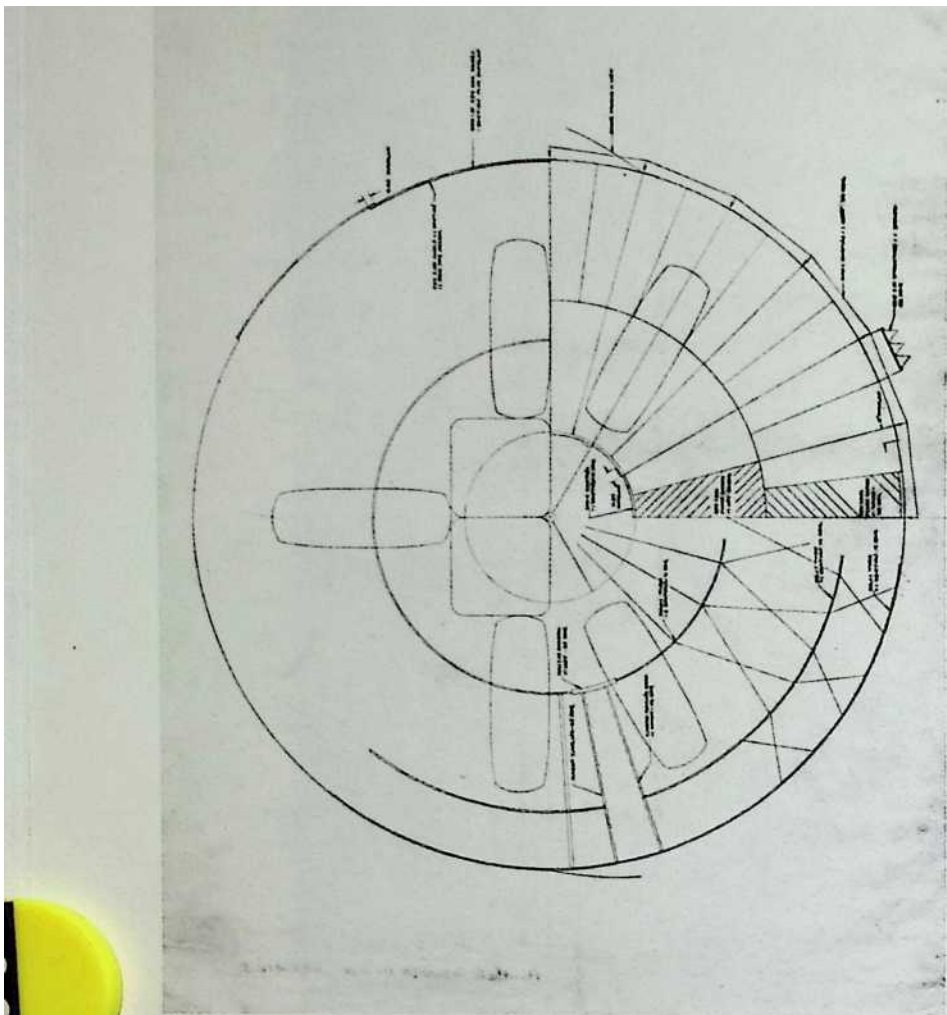




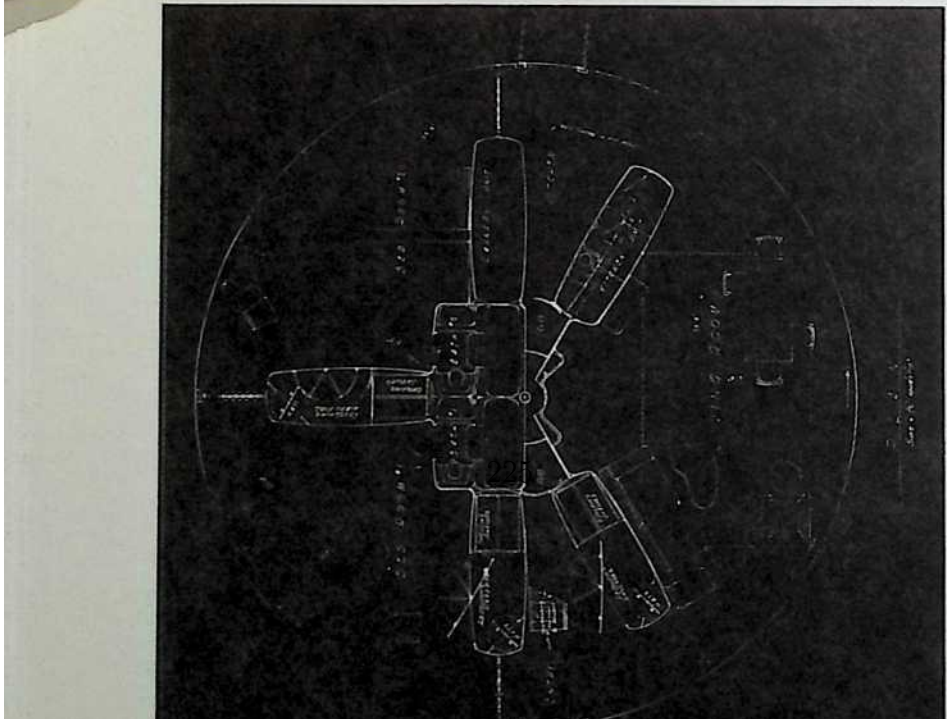
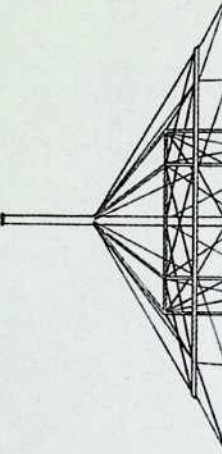




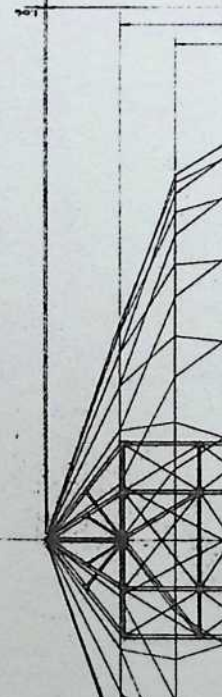
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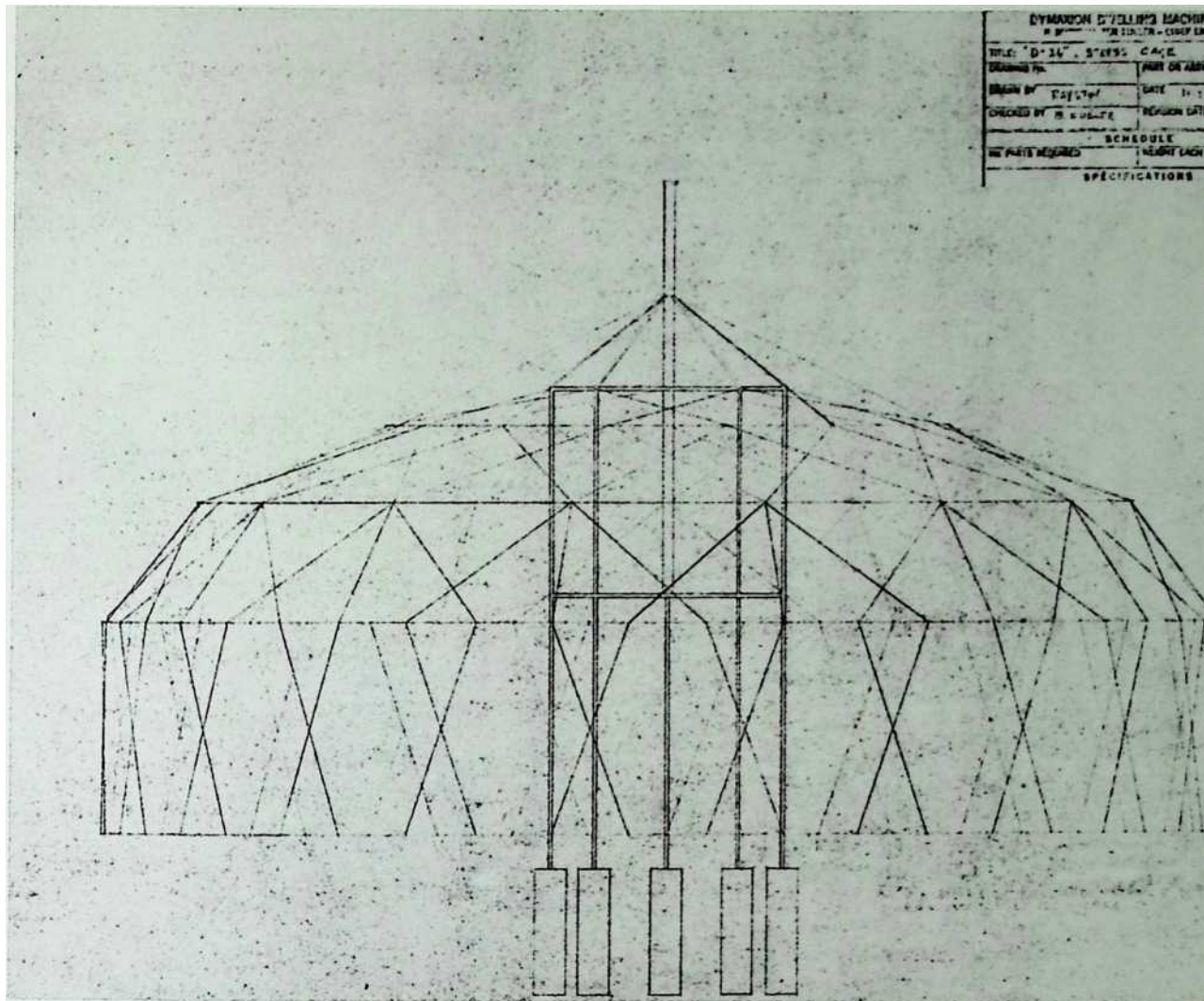
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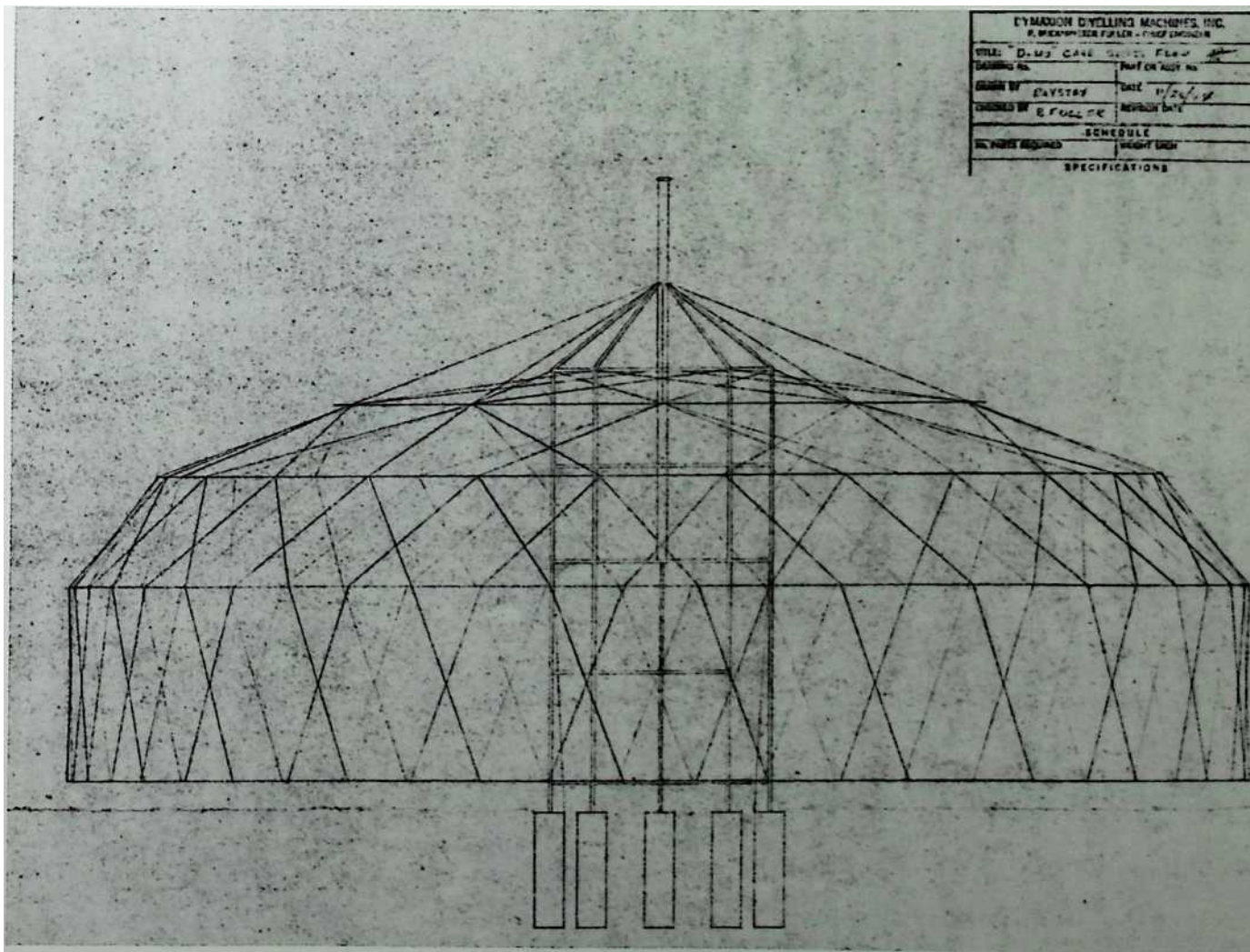


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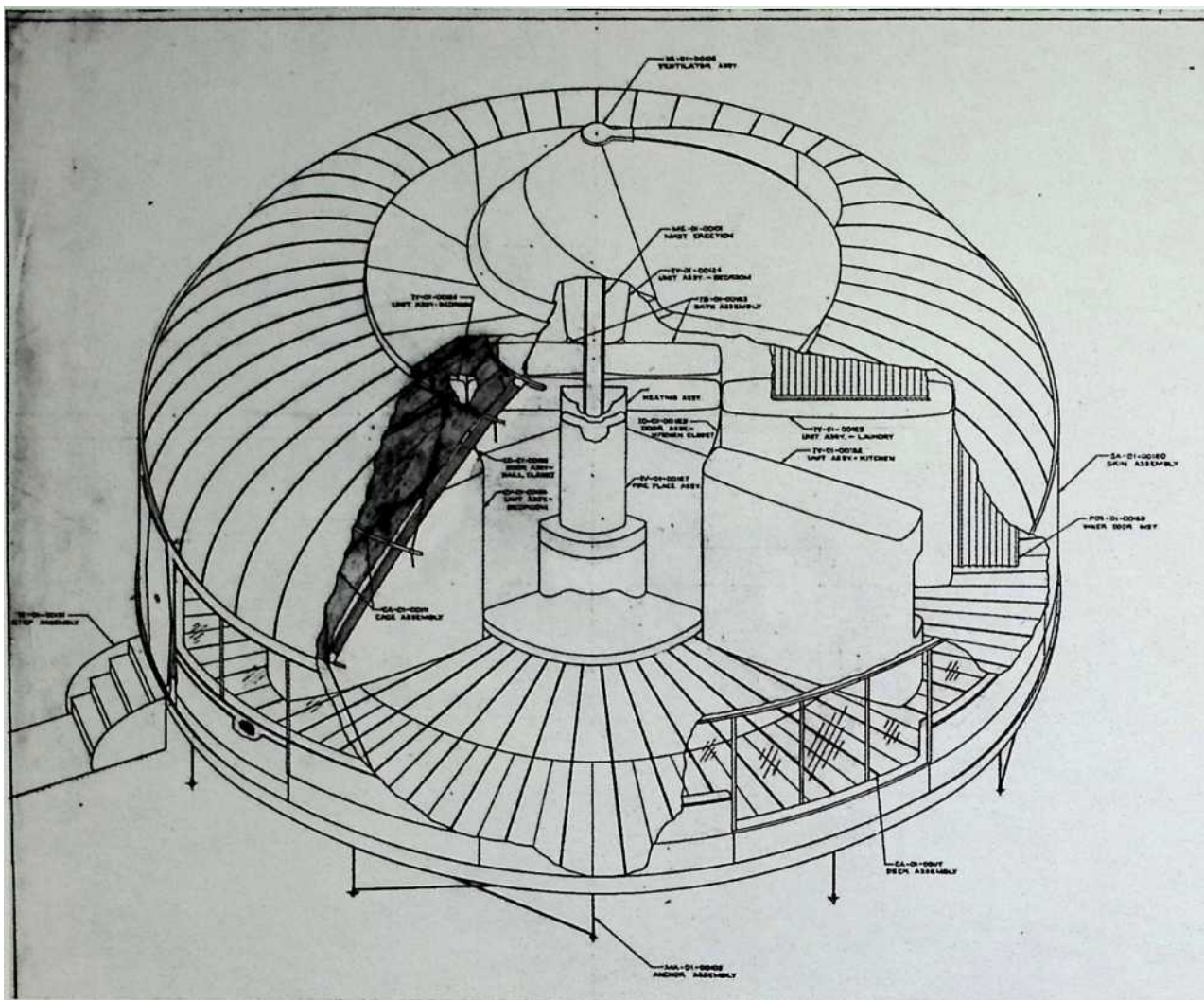


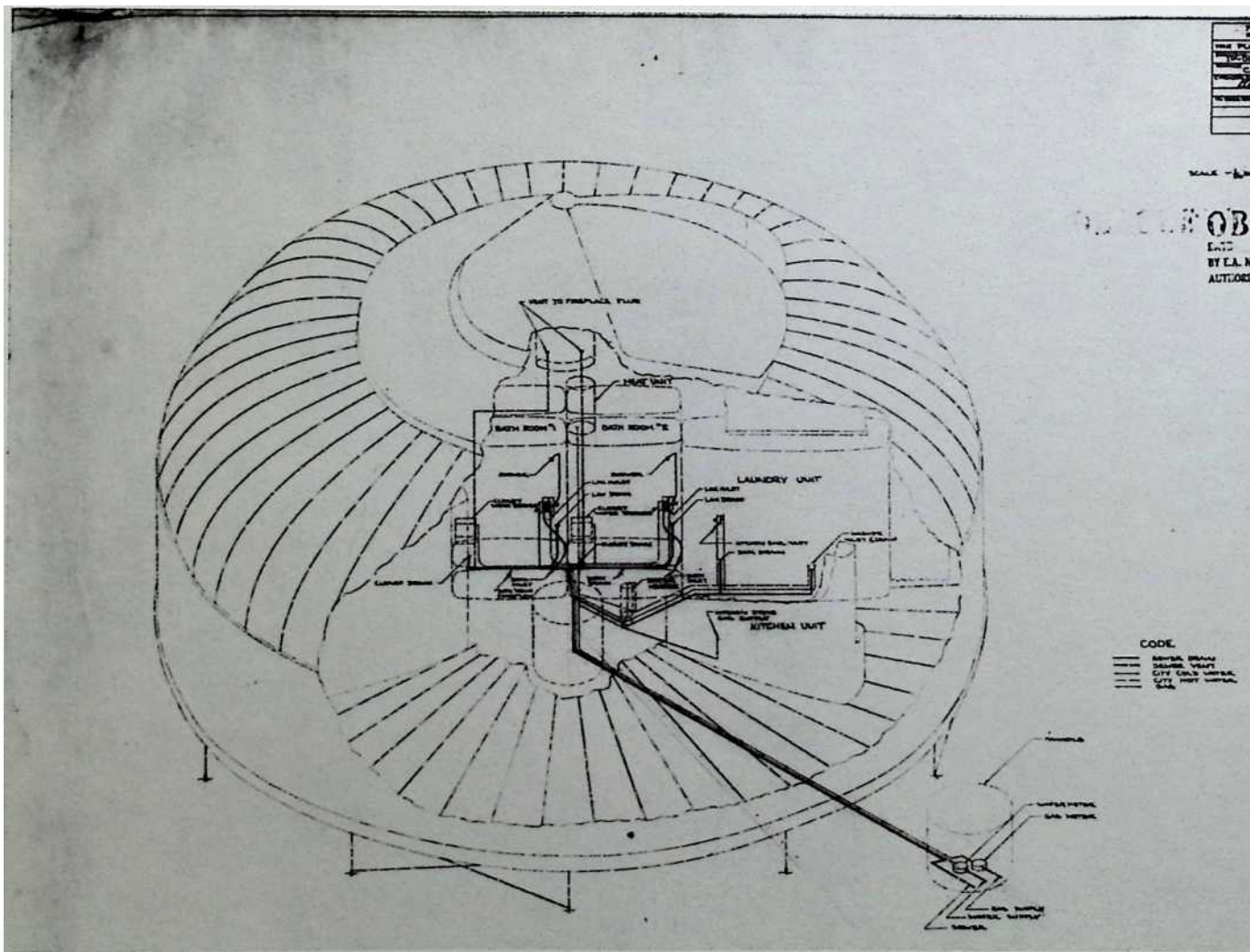
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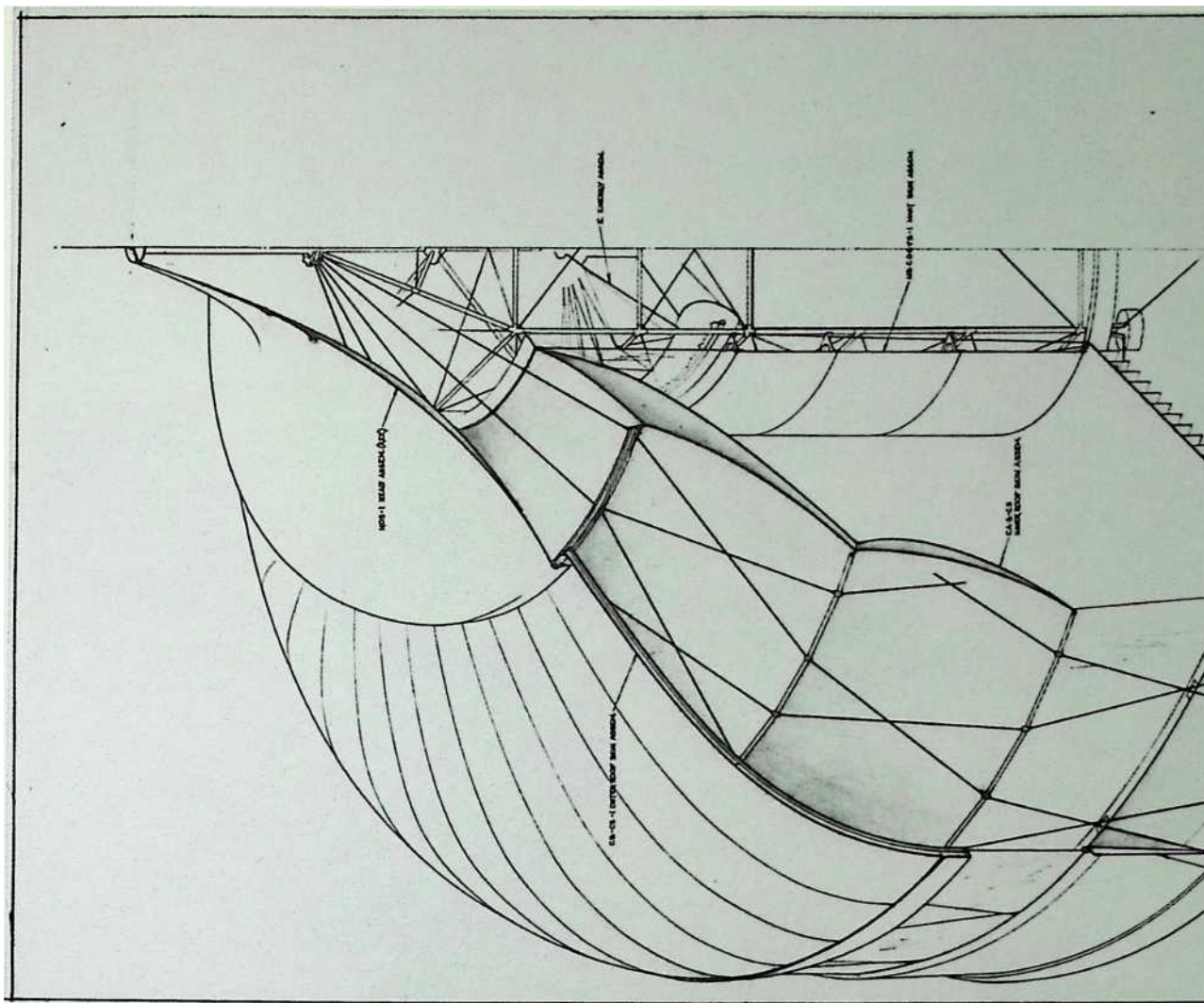


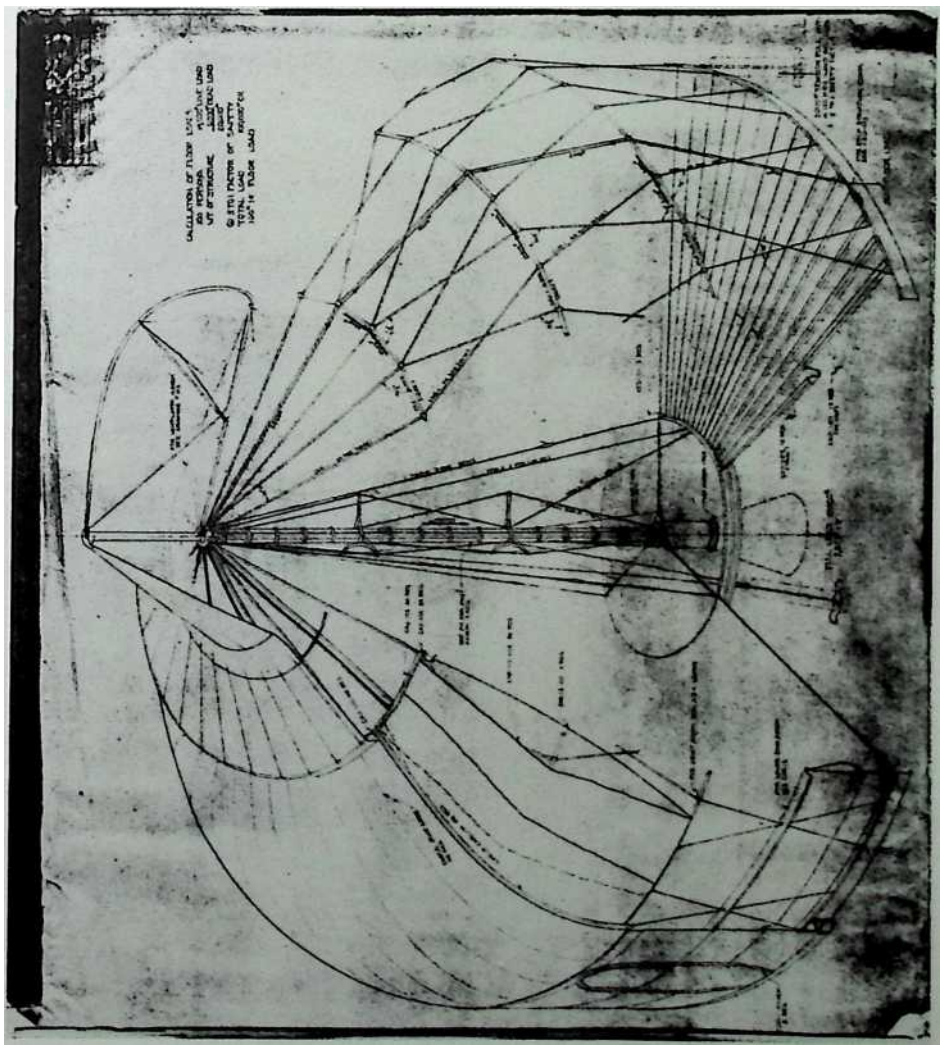


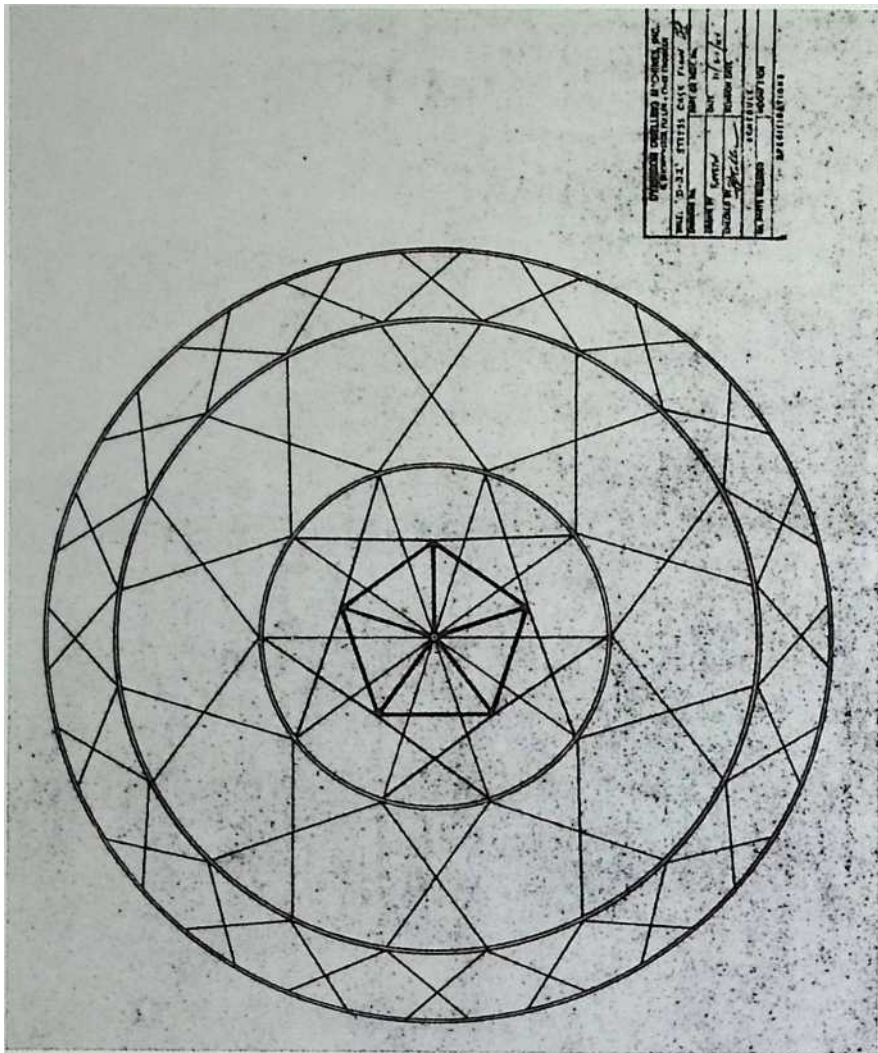
LYMANSON DYEING MACHINES, INC.	
P. BRADY, CHIEF ENGINEER - CHIEF DESIGNER	
TITLE: D-12 CASE DYEING FLOW	DATE: 11/24/54
DRAWING NO.:	REVISED DATE:
DESIGNED BY: PAVSTAY	REVISION NO.:
CHECKED BY: S. FOLEY, JR.	
NO. PARTS REQUIRED:	SCHEDULE:
	WEIGHT LBS.:
SPECIFICATIONS	

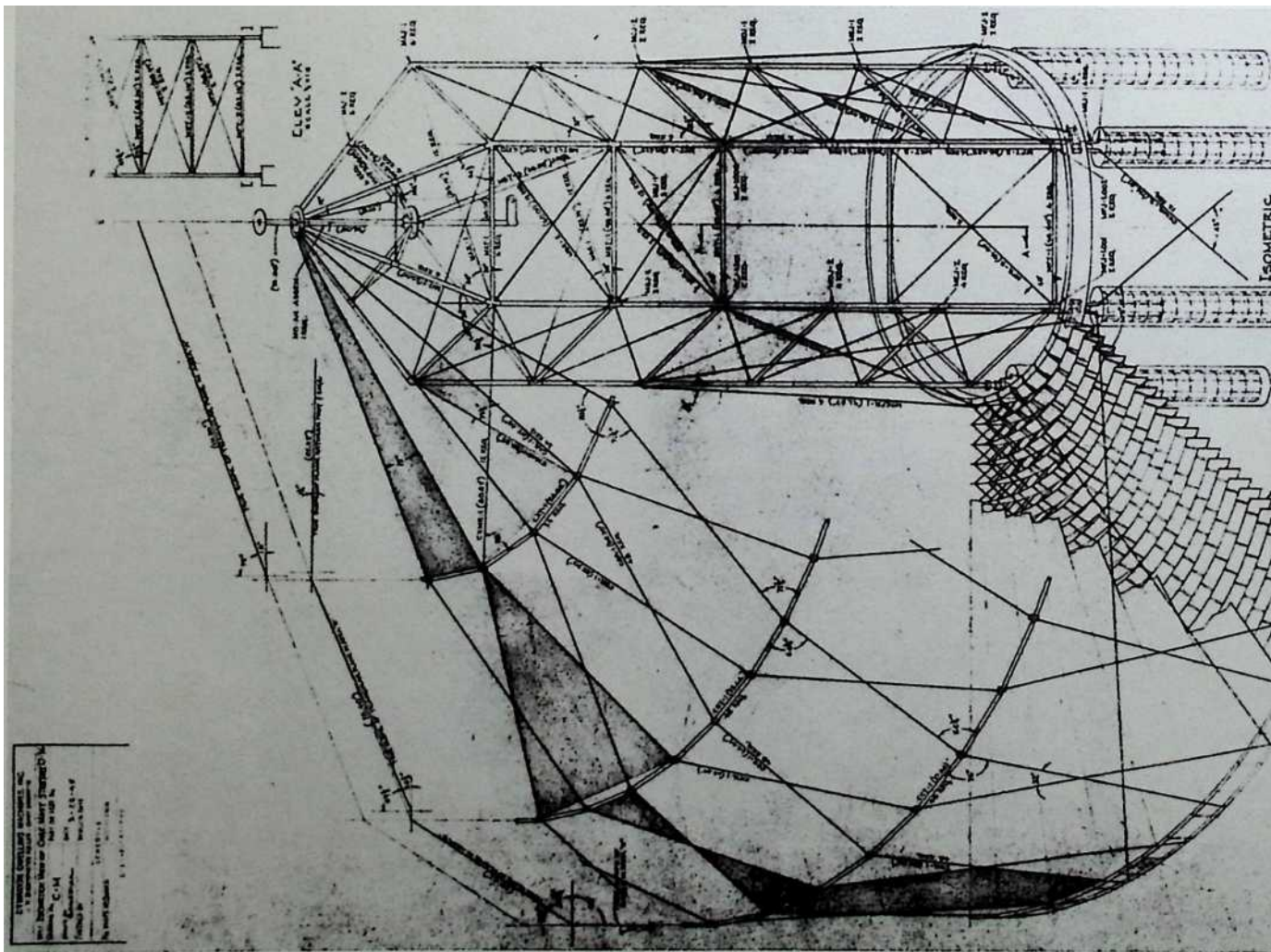


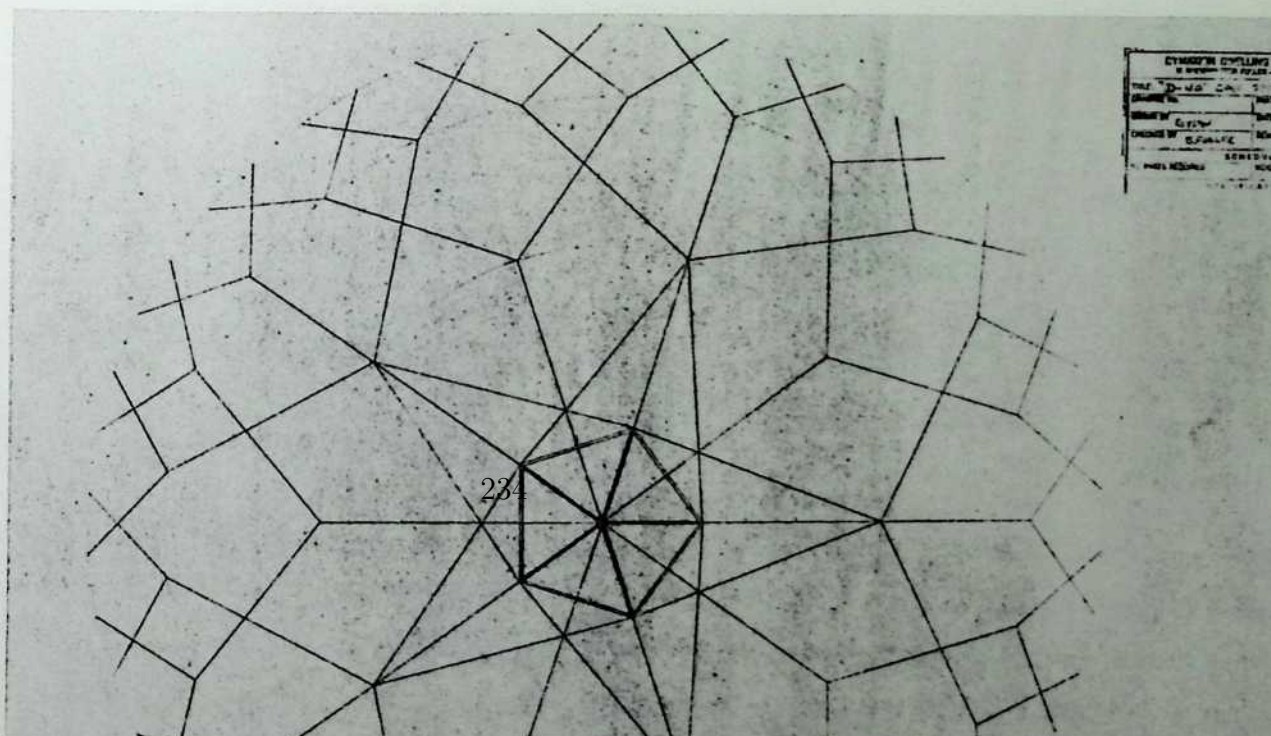
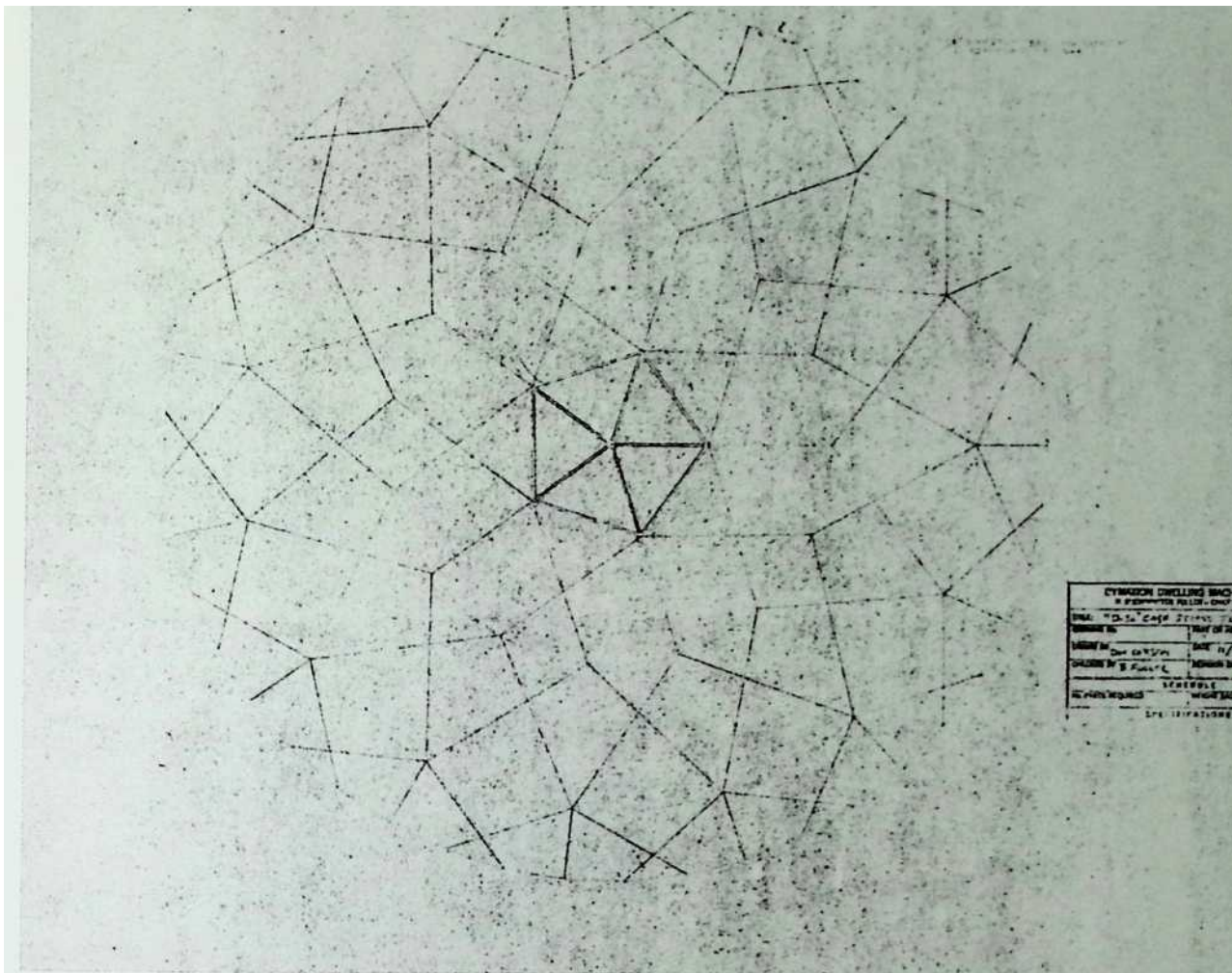


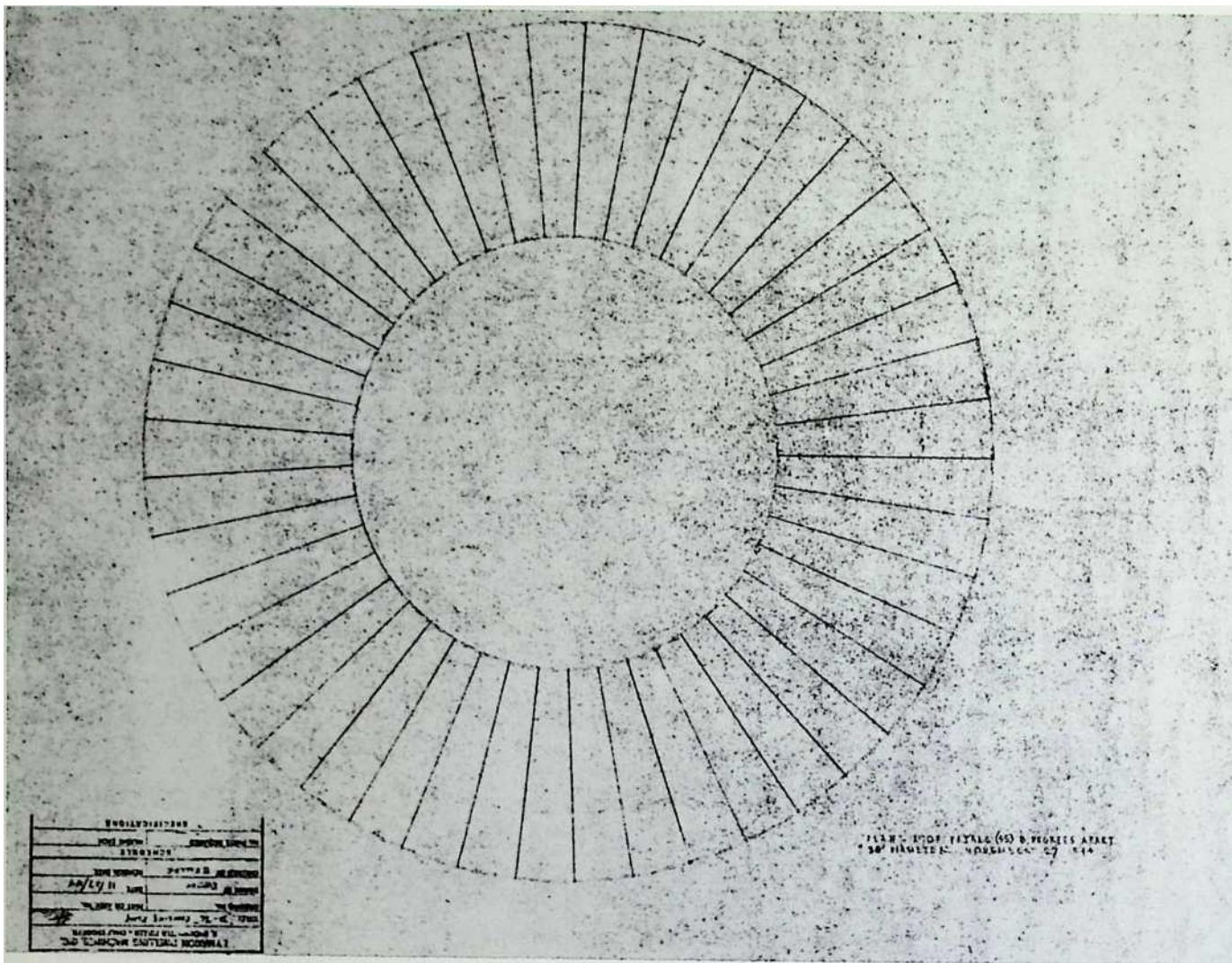






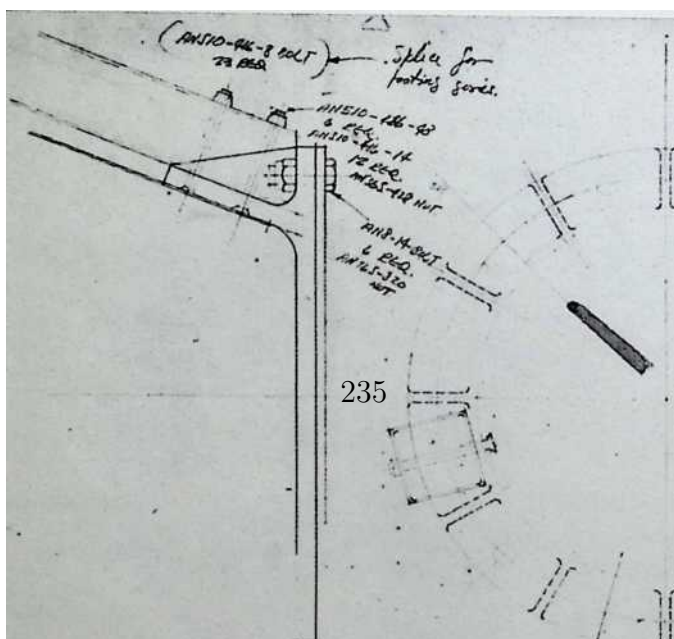


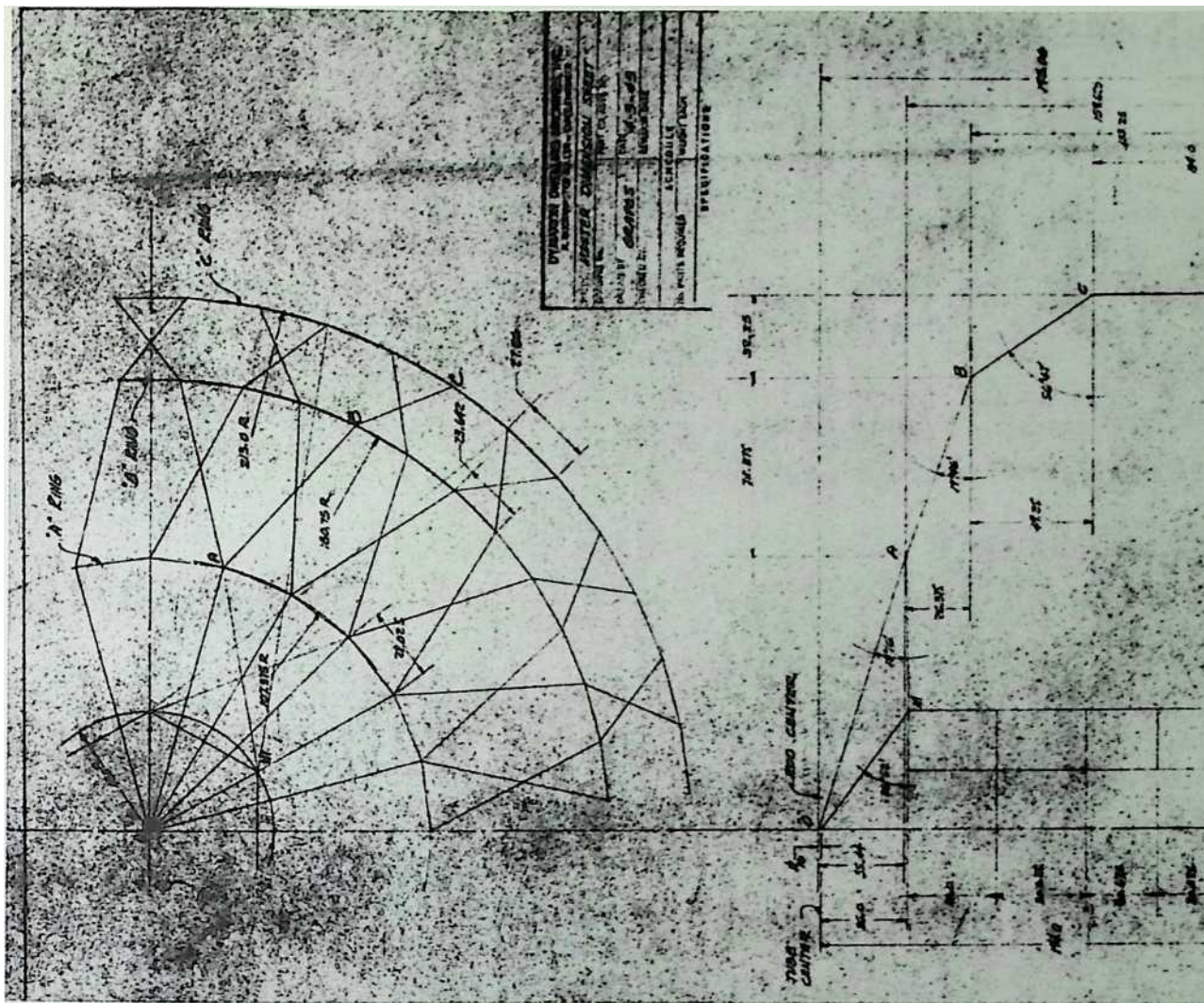


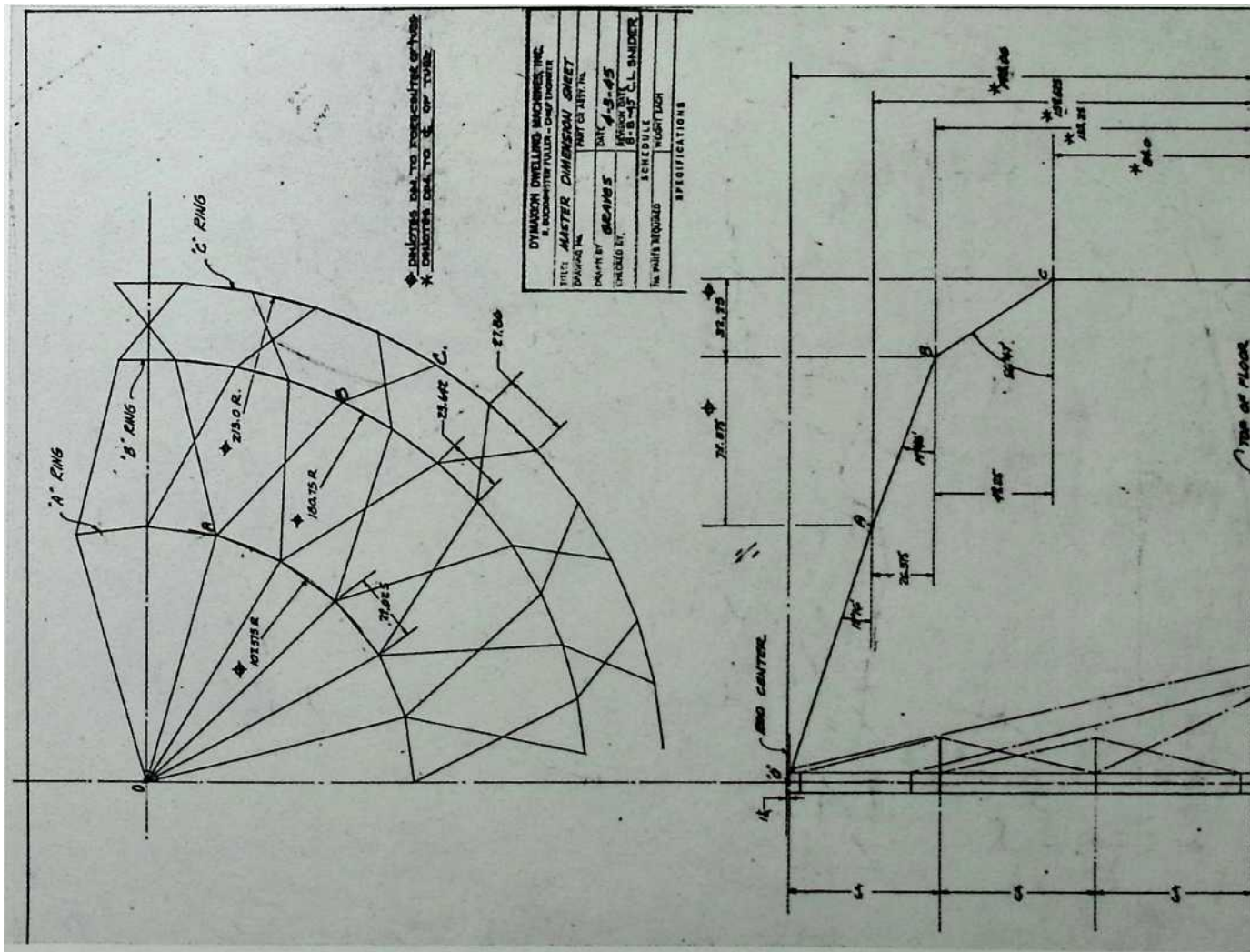


SPECIFICATIONS	
ITEM NO.	DESCRIPTION
1	FLANGE
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3	...
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30	...

FLANGE 1" DIA. (5) 8" DEEP
 30" DIAMETER - 40000000 - 27 514







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COLOR.
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ORANGE !
YELLOW \$
GREEN I

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'T-TUK
J- JOINT

t-CAE	S-SKIN
R-ROD	
T- TUBE.	
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- CAGECSKIM' LOCATION AREAS

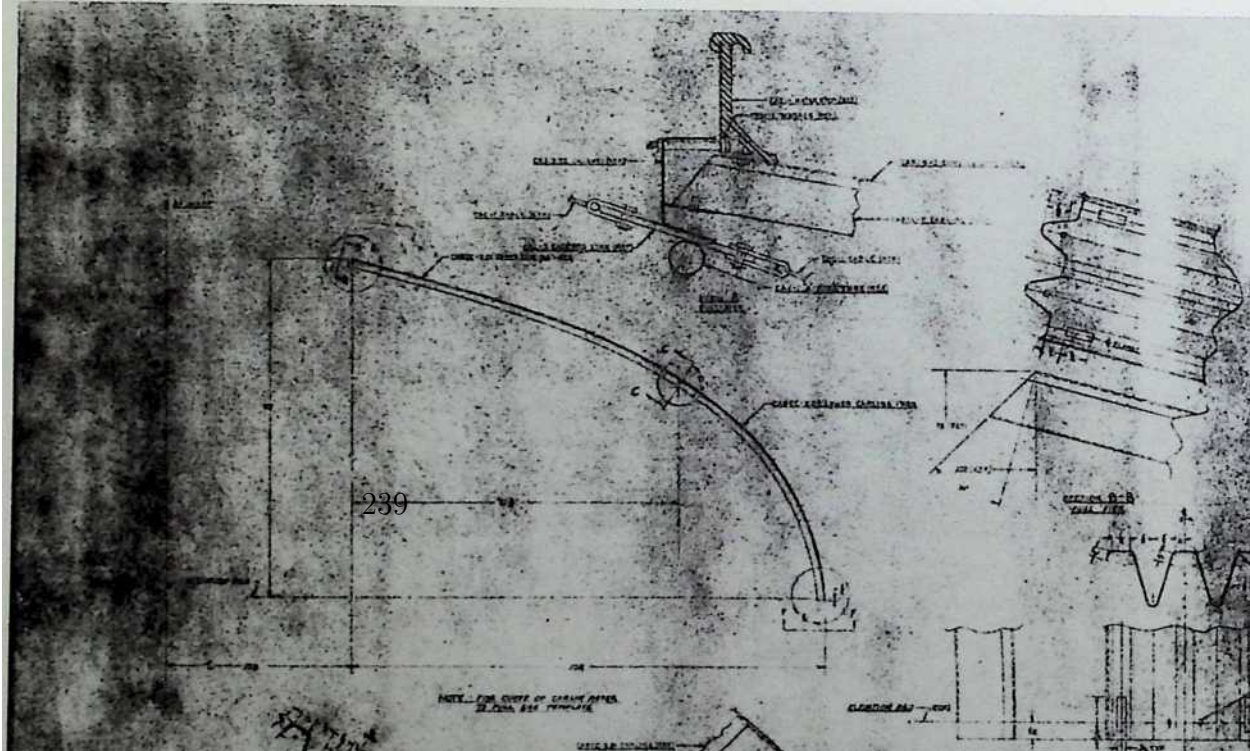
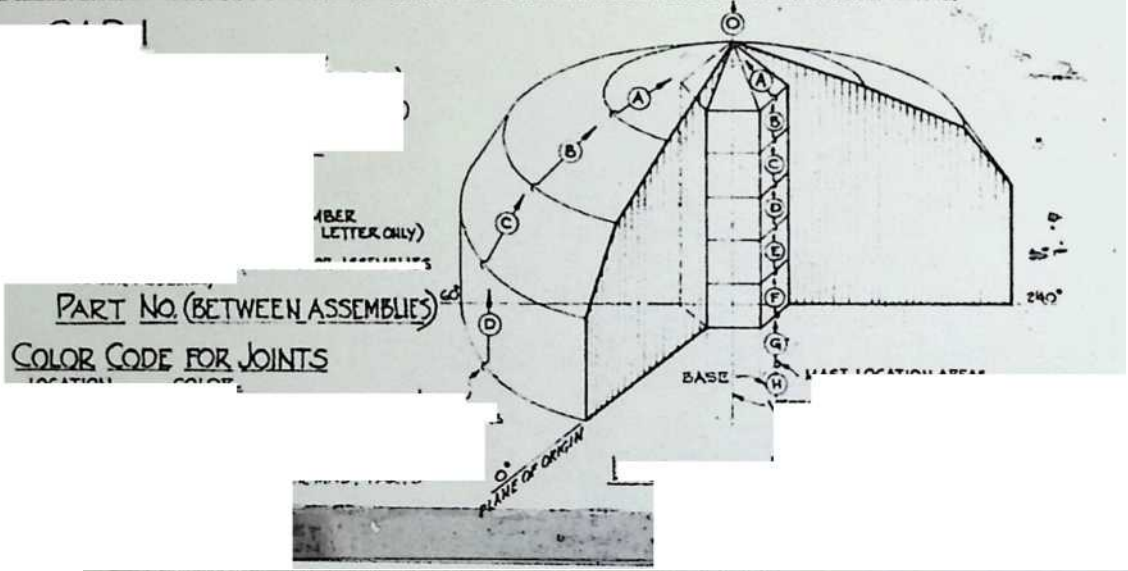
rrz MAST FAKTS

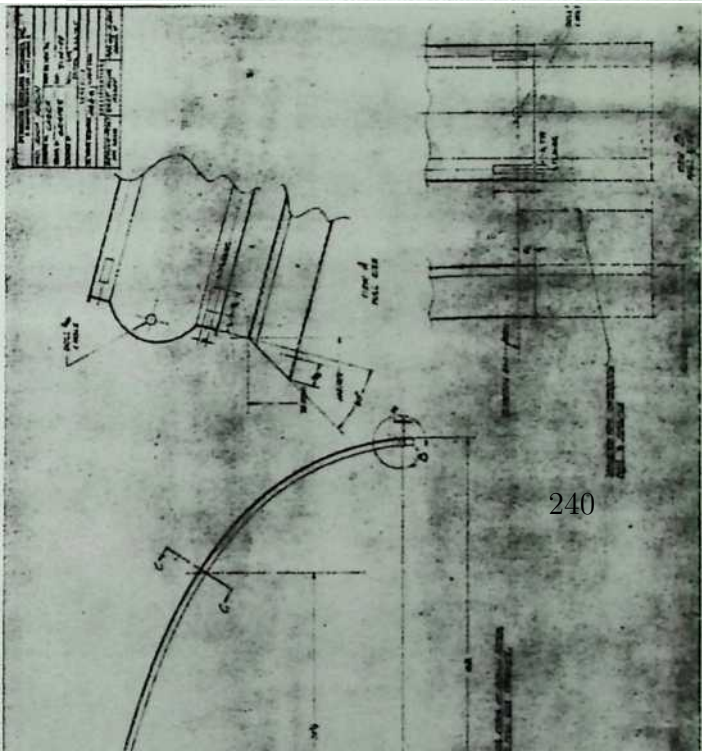
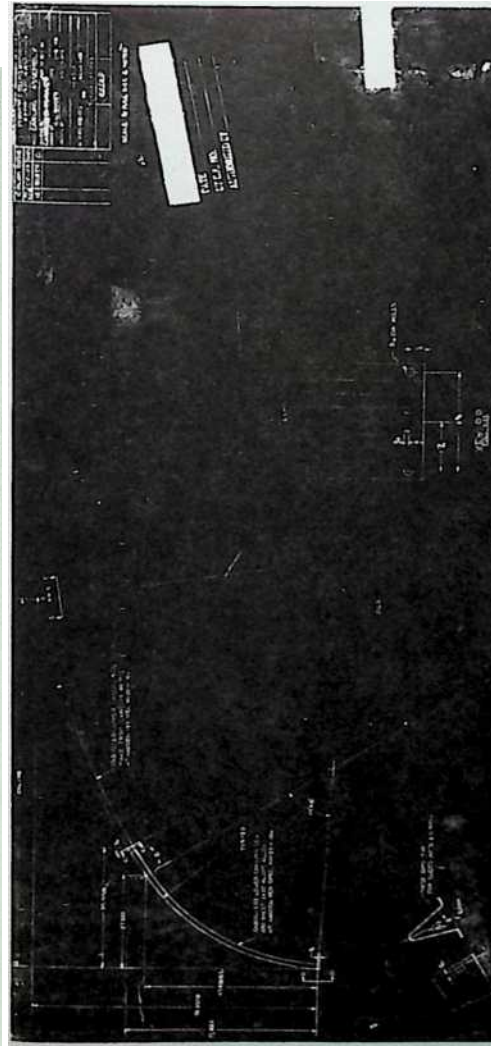
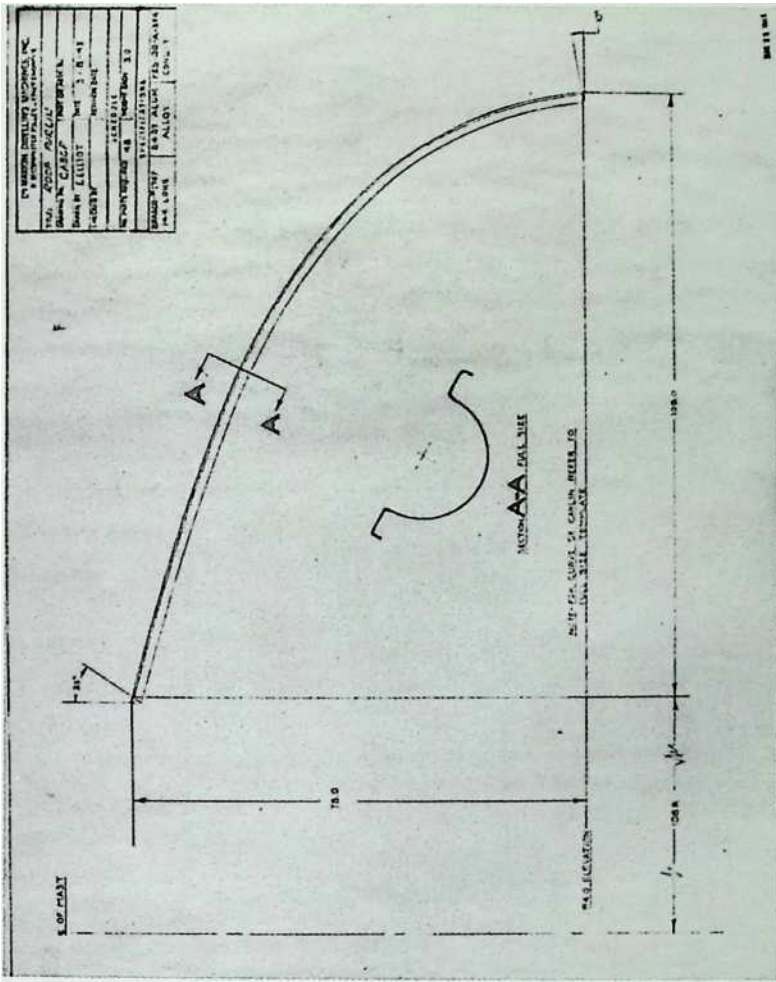
MAST LOCATION AREAS

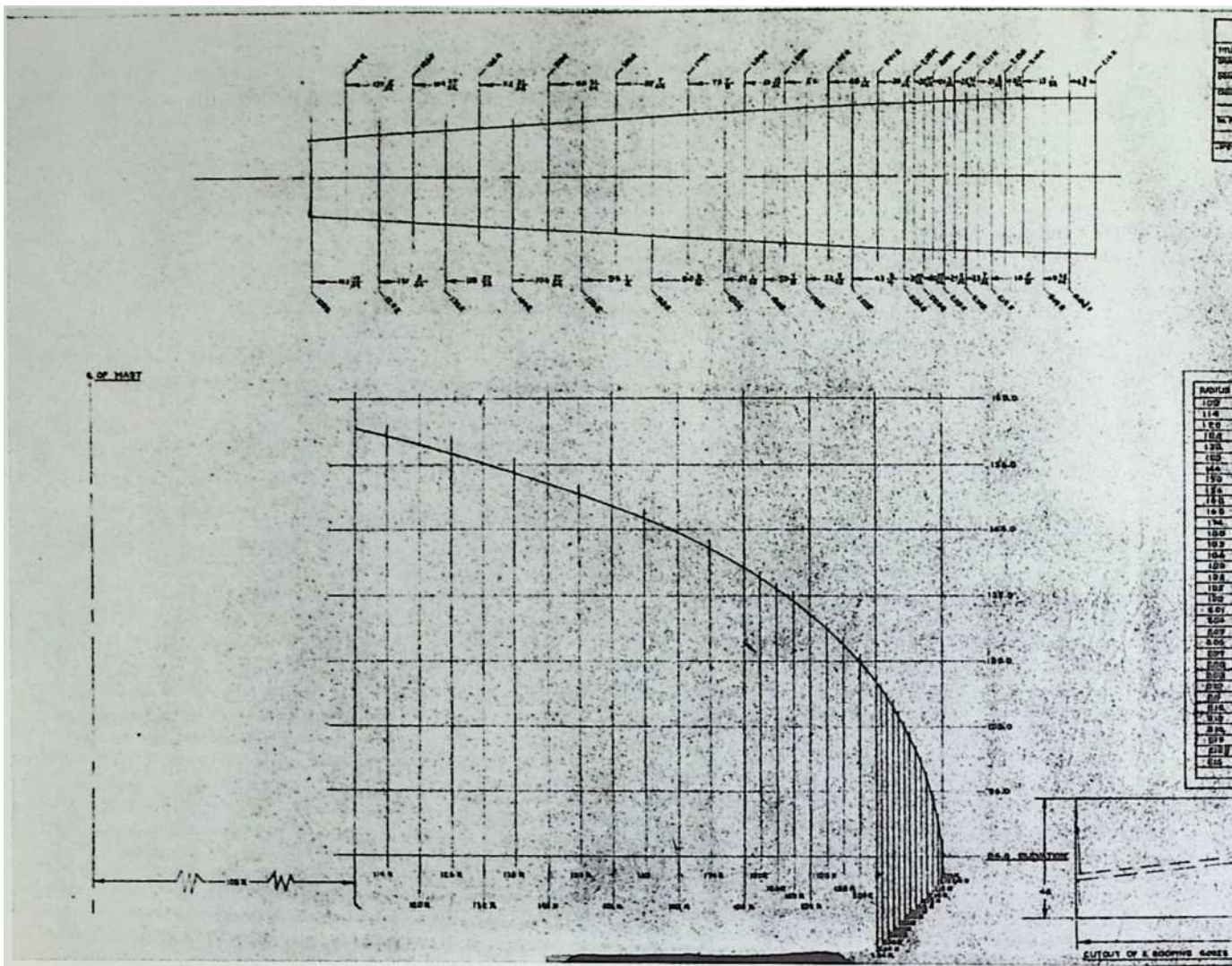
vertical axis

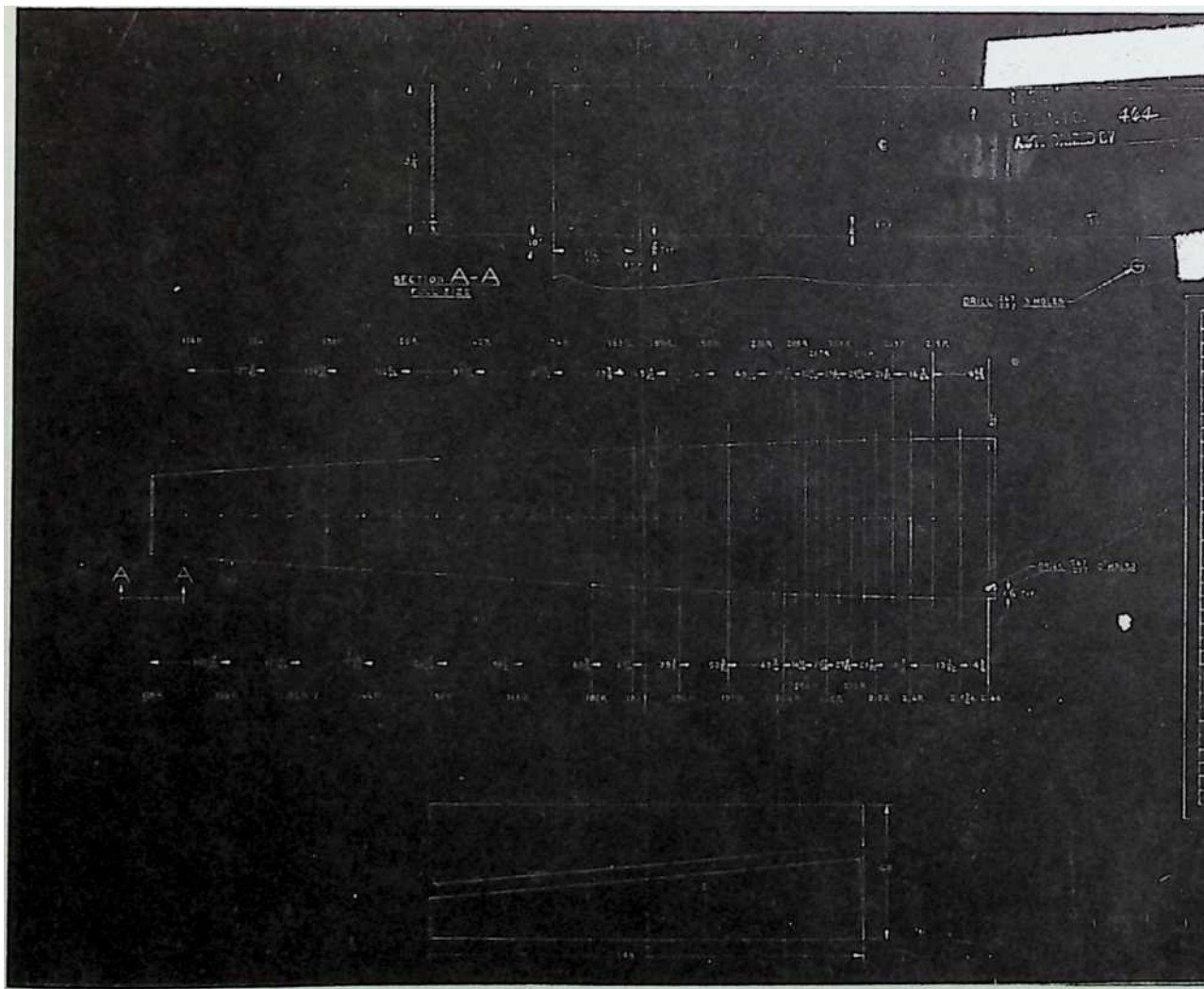
LocATIQM DjAgRAM

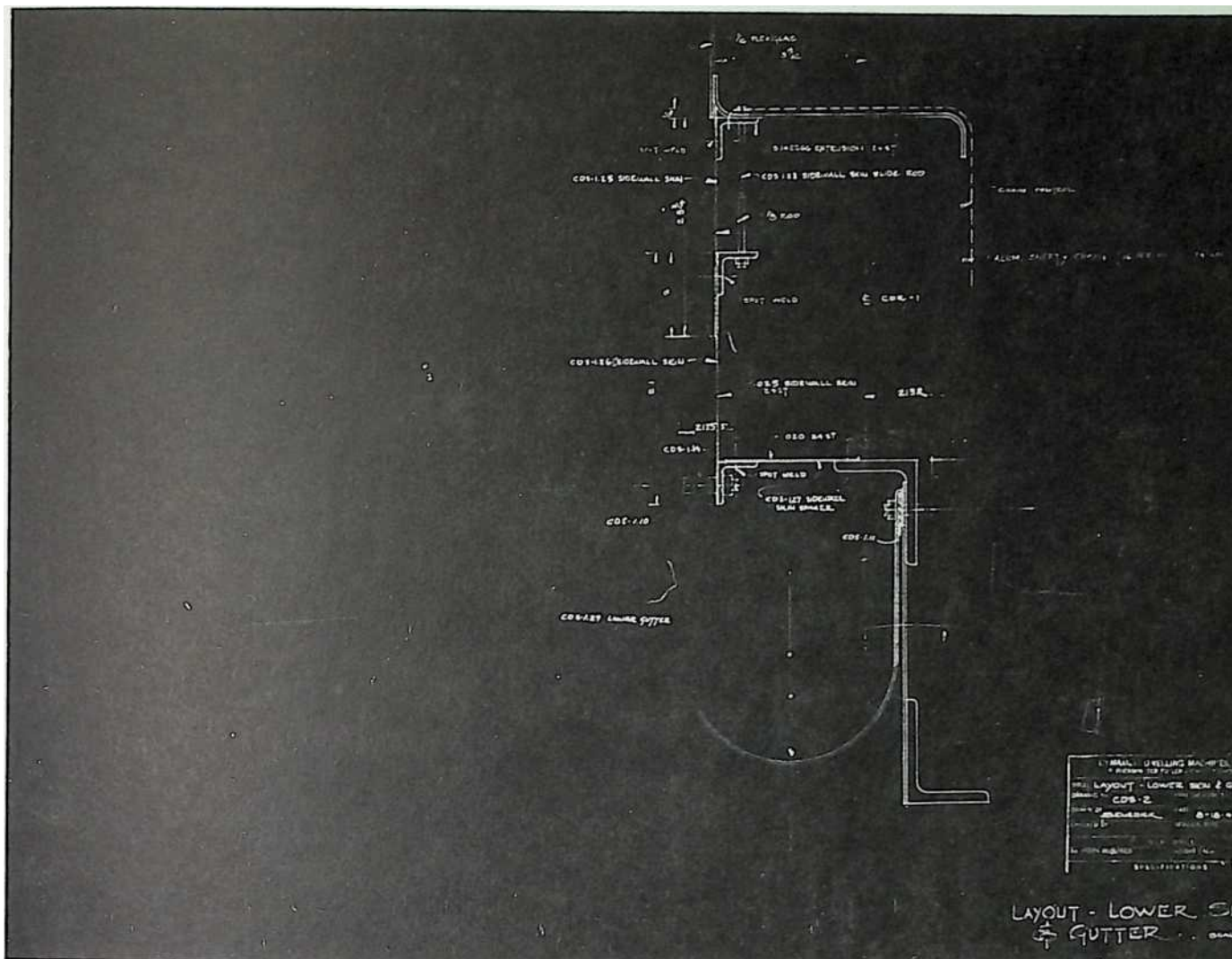
		ASSEMBLIES				
		H-HEAD	E-ENERGY	U-UTILITY	T-TANK	A-ARTERIAL
TYPE OF PART	B-BASE					

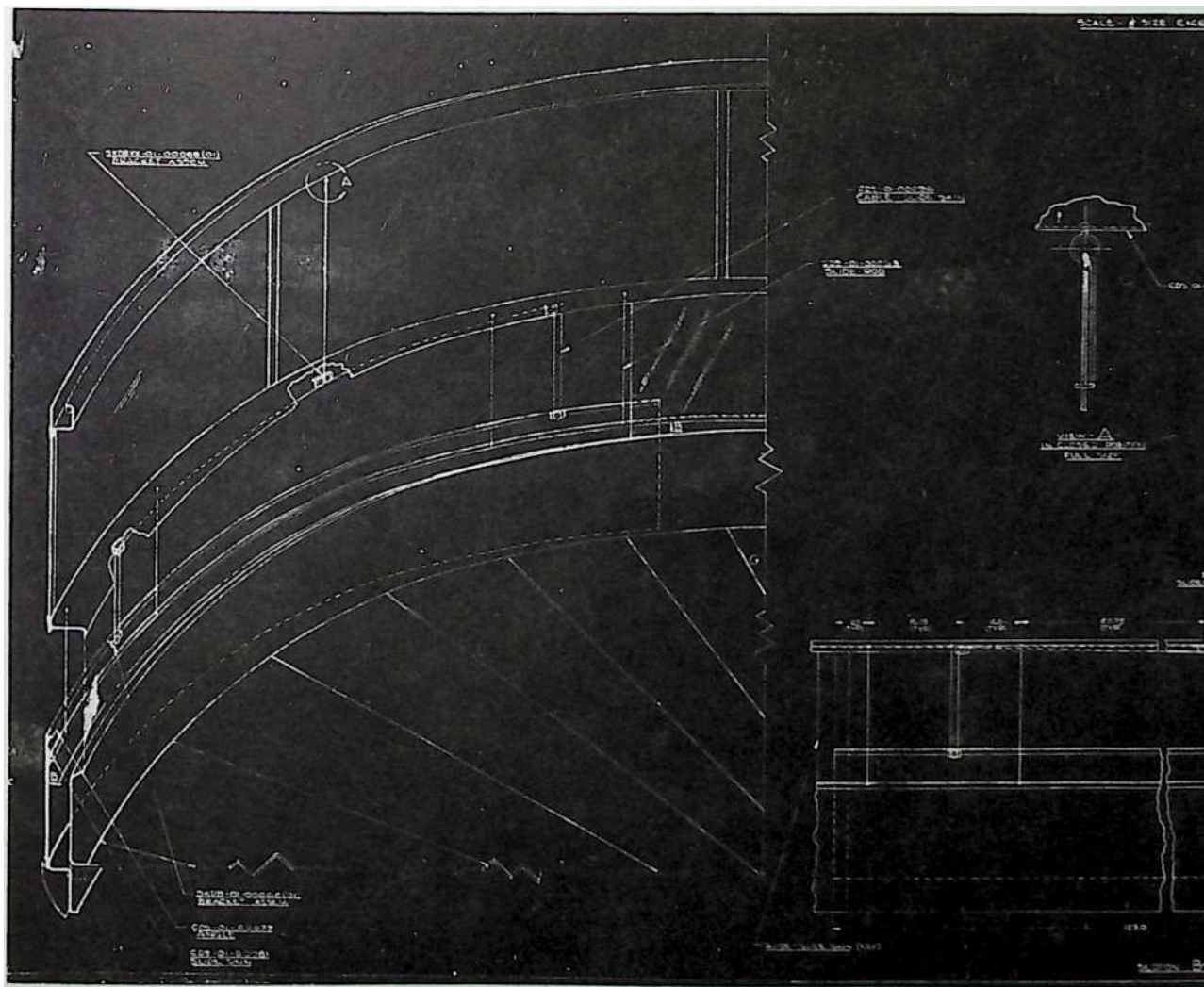










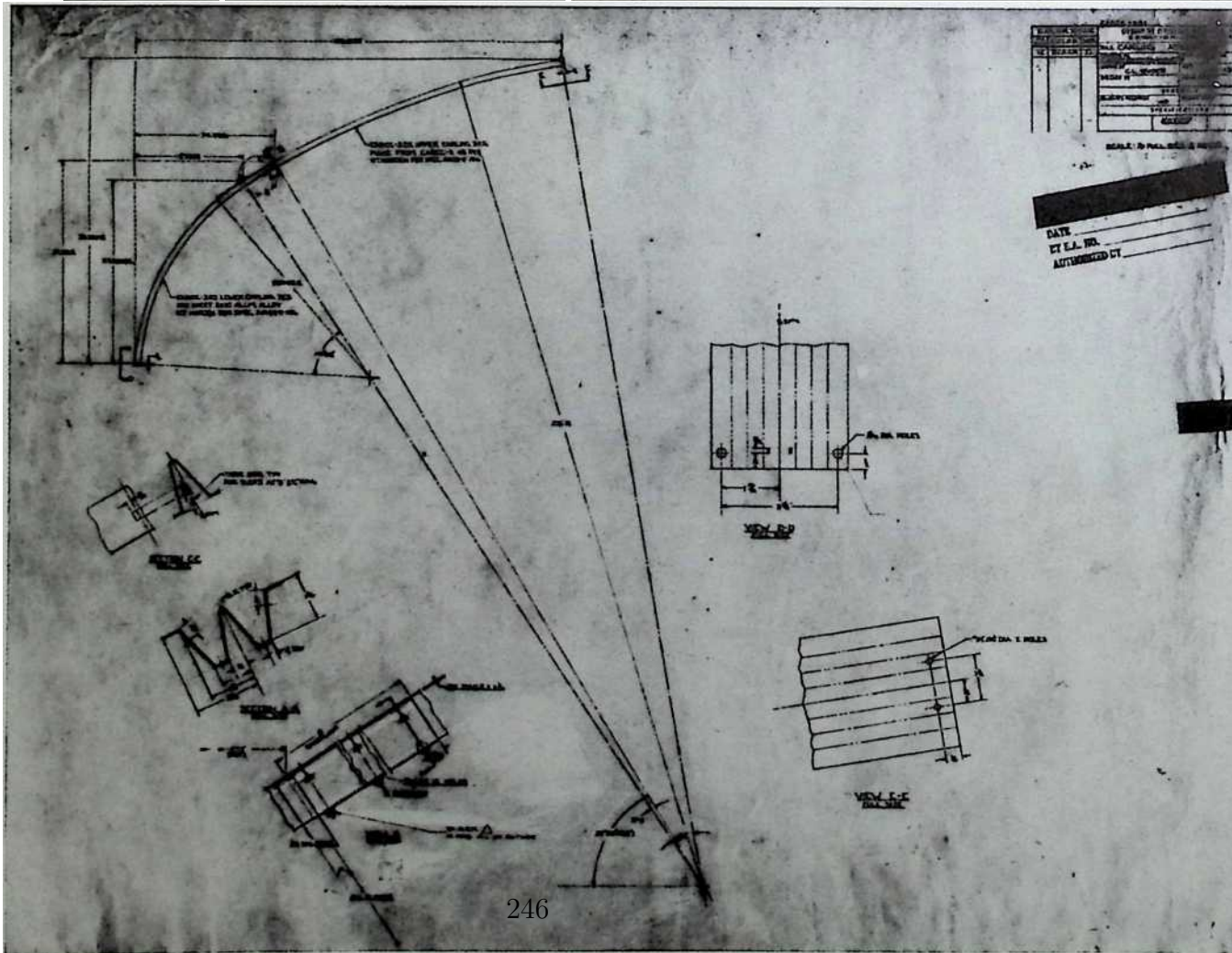
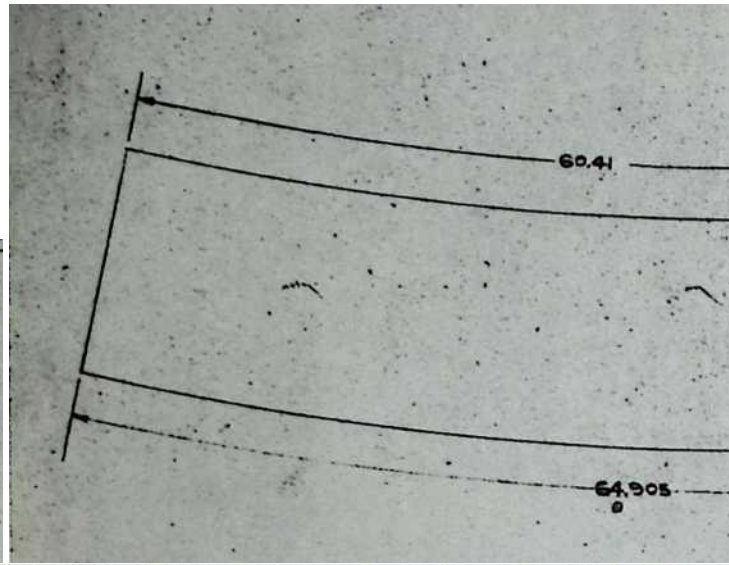
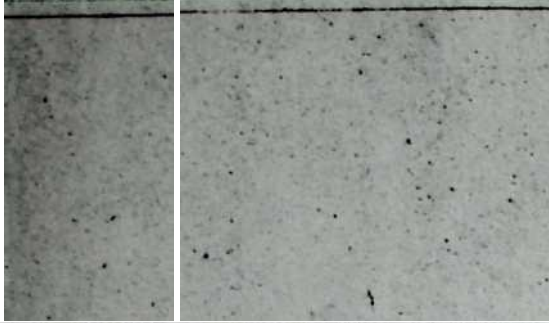


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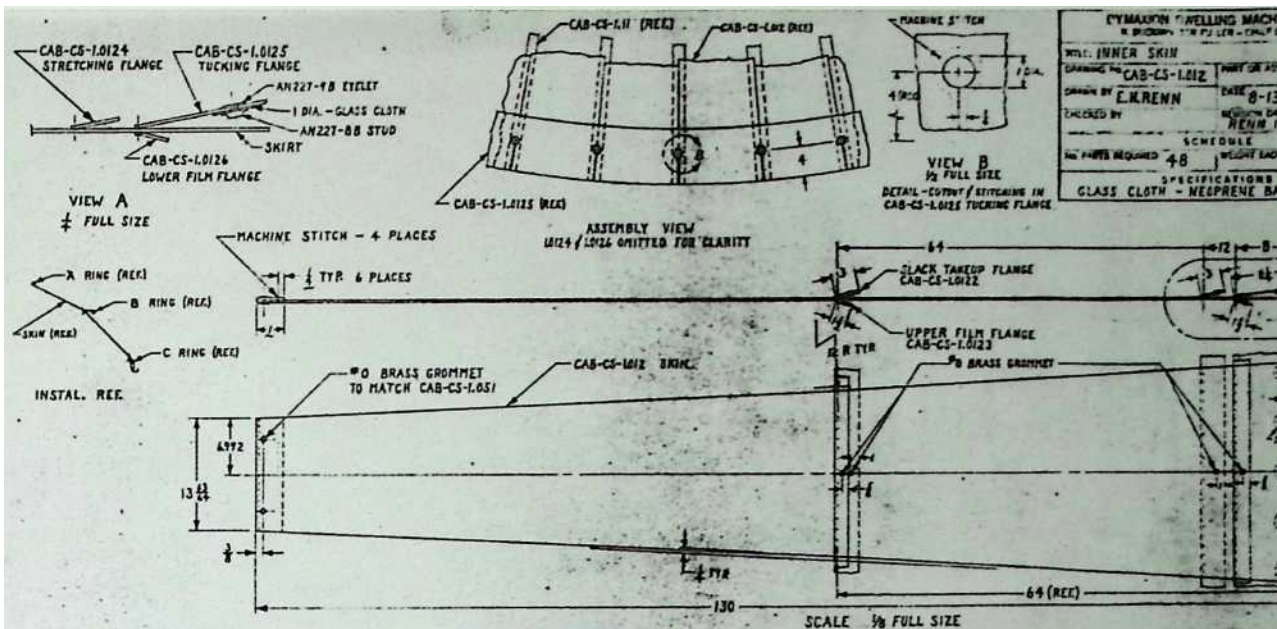
• fe. P»3 REQWRifl, ~ |wr.tACH

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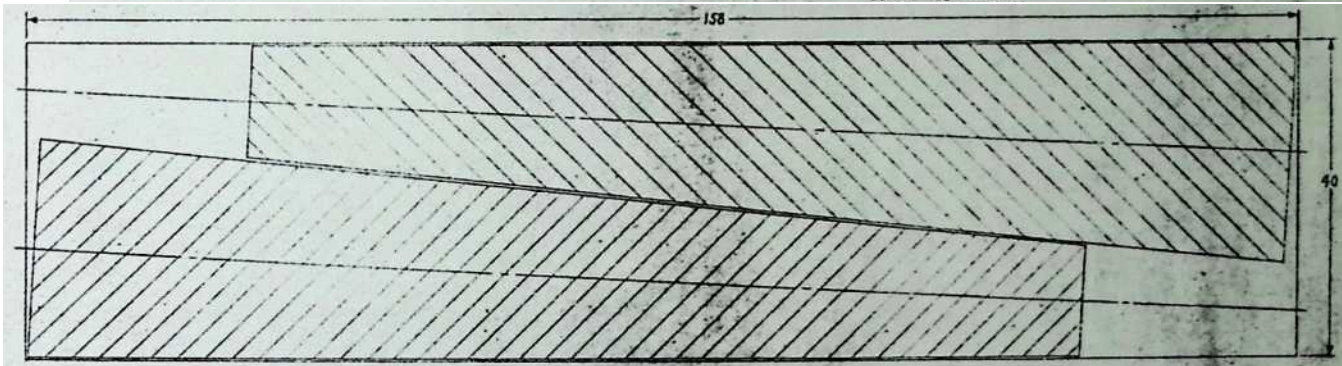
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-& -4ONF-S; L.H- .P.6..rai8*»»»a THREAb per AN-Gaa-s-ica CHAMFER 45*
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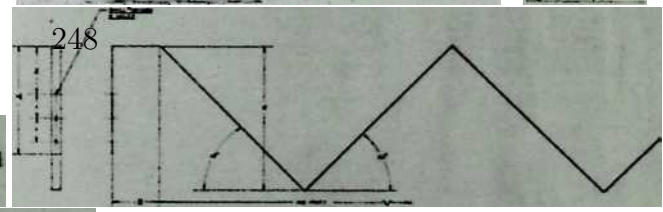
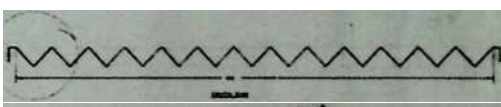
CYMAXION WELTING MACH
 W/LL: INNER SKIN
 DRAWING NO. CAB-CS-1.012
 DRAWN BY E.M. RENN
 CHECKED BY
 NO. PARTS REQUIRED 48
 SCHEDULE
 WEIGHT LBS
 SPECIFICATIONS
 GLASS CLOTH - NEOPRENE BA

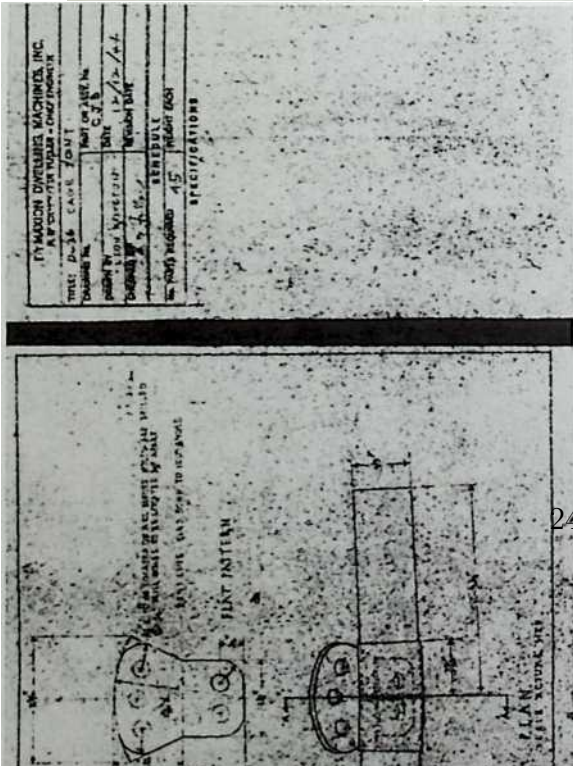


CYMAXION WELTING MACH
 W/LL: INNER SKIN
 DRAWING NO. CAB-CS-1
 DRAWN BY E. ELLIOT
 CHECKED BY
 DATE 2-23-45
 REVISION DATE
 48
 1/2 DIA ROB CHROME-MOLY AN-GS-B-184
 STEEL FAY. COND. 5 SUR. COND. 4



THREADS PER





DYNAMON DWELLING MACHINES, INC.
 1155 R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: CABLE 7/0 MT

DESIGNED BY: [Redacted]

CHECKED BY: [Redacted]

DATE: 10-8-45

REVISION DATE: 10-8-45

NO. PARTS REQUIRED: 15

WEIGHT EACH: [Redacted]

SPECIFICATIONS: [Redacted]

DYNAMON DWELLING MACHINES, INC.
 1155 R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: CABLE ~ SLIDE SKIN

DESIGNED BY: [Redacted]

CHECKED BY: CL SNIDER

DATE: 10-8-45

REVISION DATE: 10-8-45

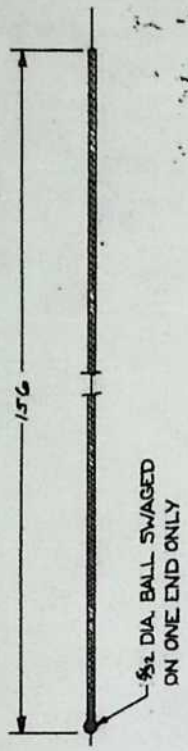
NO. PARTS REQUIRED: 16

WEIGHT EACH: [Redacted]

SPECIFICATIONS: 1/16 DIA. CABLE

DATE: 11-3-45
 BY E.A. NO. 1132
 AUTHORIZED BY

SCALE: FULL SIZE
 EA-18



DRILLING REQ.	NO.
1/4	24
3/8	48
1/2	96

DYNAMON DWELLING MACHINES, INC.
 1155 R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: CABLE 3- CABLE

DESIGNED BY: [Redacted]

CHECKED BY: [Redacted]

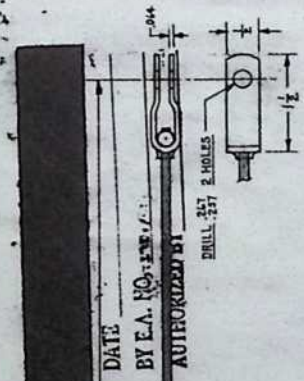
DATE: 10-5-45

REVISION DATE: 10-5-45

NO. PARTS REQUIRED: NOTED

WEIGHT EACH: [Redacted]

SPECIFICATIONS: [Redacted]



DATE: [Redacted]
 BY E.A. NO. 1132
 AUTHORIZED BY

DYNAMON DWELLING MACHINES, INC.
 1155 R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: CABLE 3- CABLE

DESIGNED BY: [Redacted]

CHECKED BY: [Redacted]

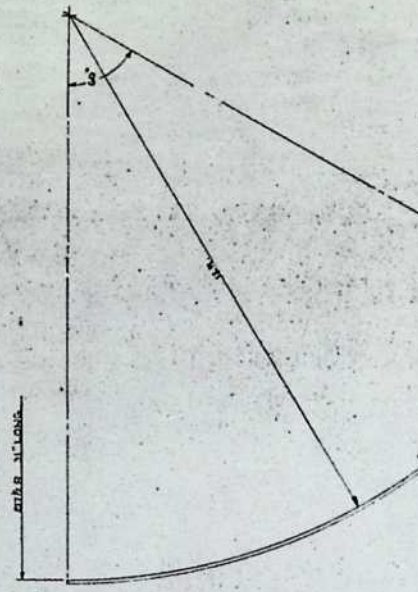
DATE: 10-5-45

REVISION DATE: 10-5-45

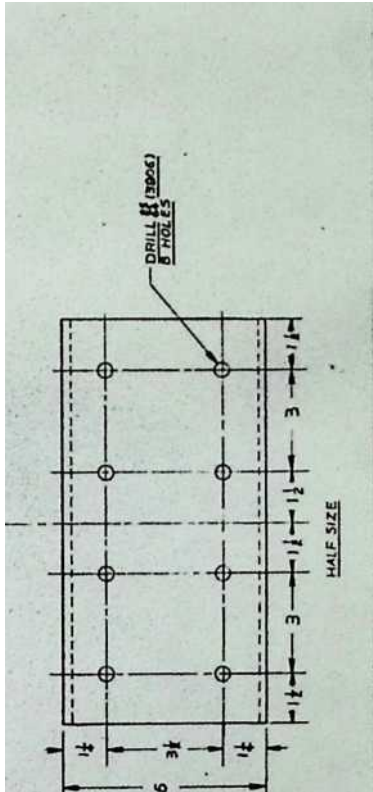
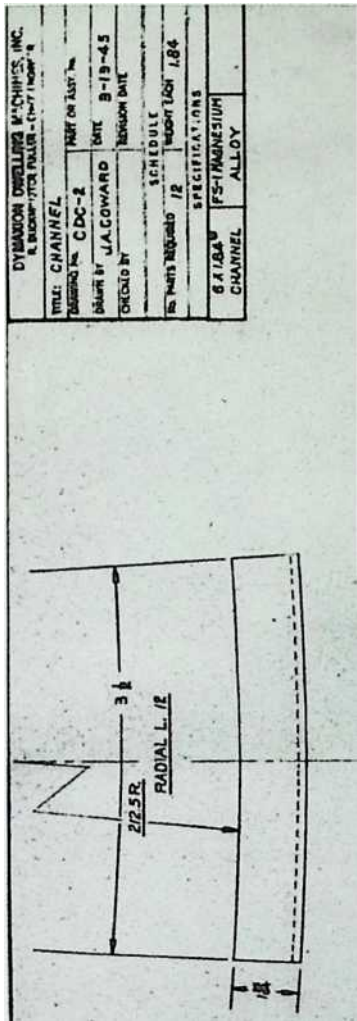
NO. PARTS REQUIRED: NOTED

WEIGHT EACH: [Redacted]

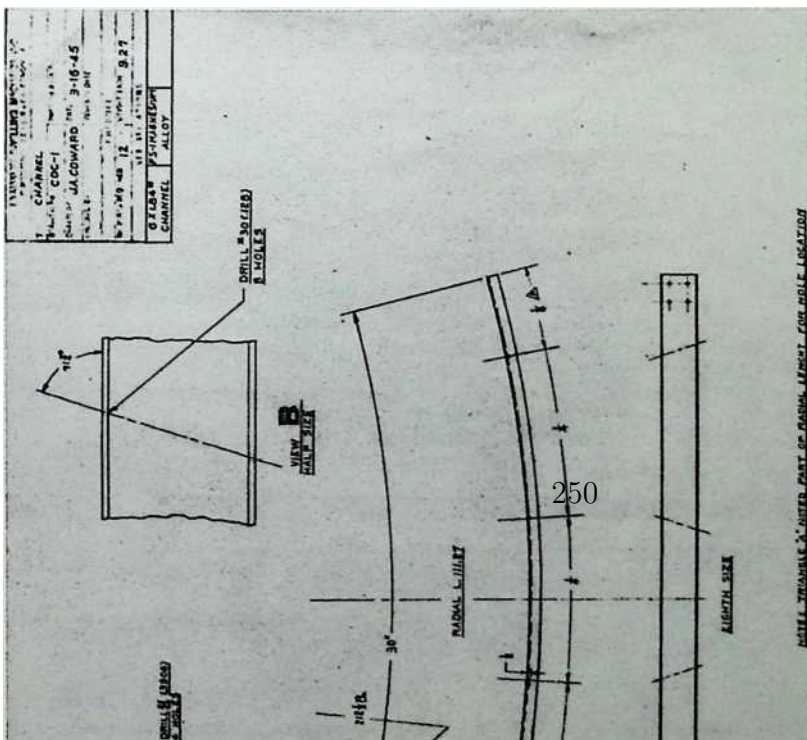
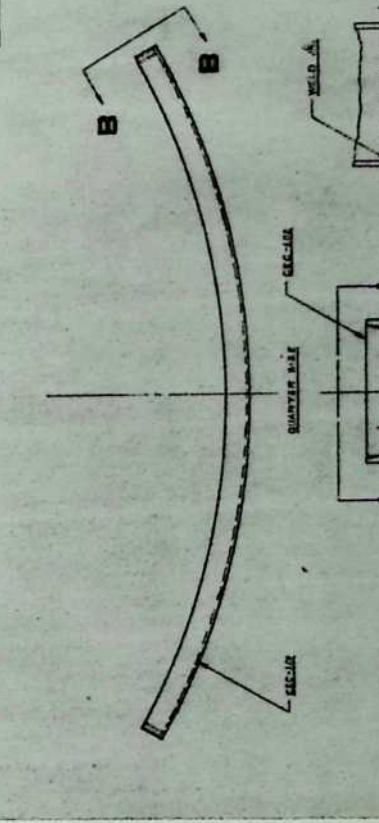
SPECIFICATIONS: [Redacted]



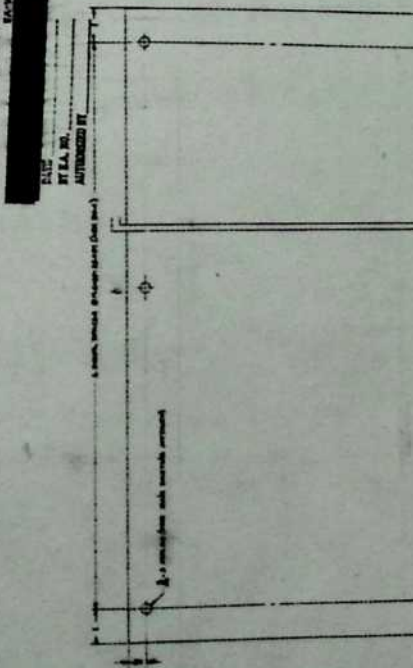
K BALL



DYWIDAG DRILLING MACHINES, INC. 16 BROADWAY, NEW YORK 1, N.Y.	
TITLE: CHANNEL	DATE: 9-19-45
DRAWN BY: J.A. COWARD	CHECKED BY:
SCHEDULE: 12	SPECIFICATIONS: FS-1 MAGNESIUM ALLOY
IN PARTS REQUIRED: 12	WEIGHT: 1.84



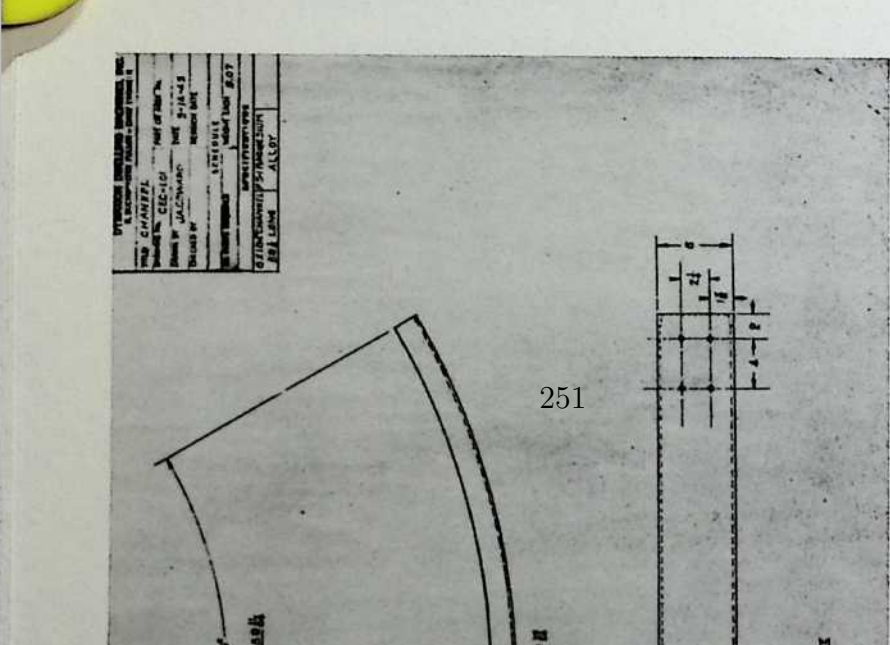
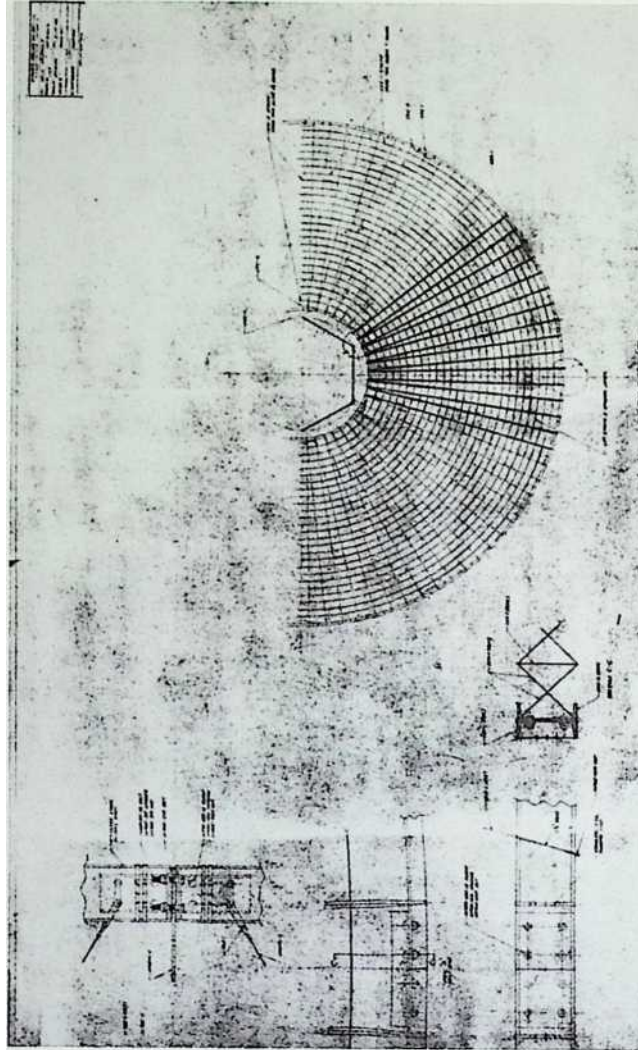
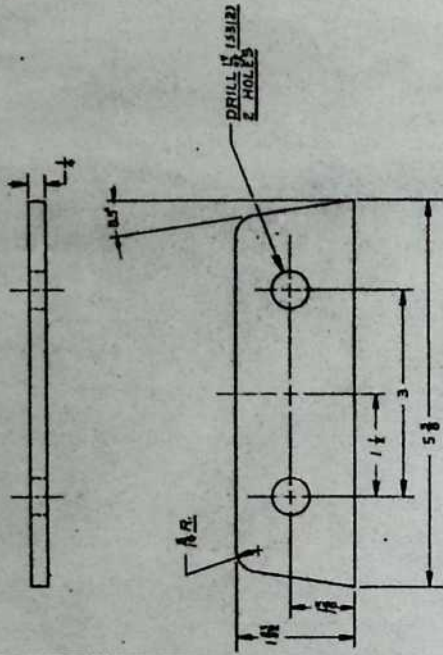
DYWIDAG DRILLING MACHINES, INC. 16 BROADWAY, NEW YORK 1, N.Y.	
TITLE: CHANNEL	DATE: 3-16-45
DRAWN BY: J.A. COWARD	CHECKED BY:
SCHEDULE: 12	SPECIFICATIONS: FS-1 MAGNESIUM ALLOY
IN PARTS REQUIRED: 12	WEIGHT: 9.27



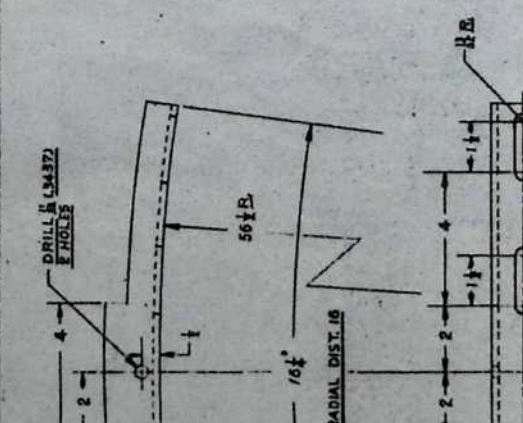
NOTE: DIMENSIONS IN PARENT PARTS OF CHANNEL LENGTH FOR HOLE LOCATION

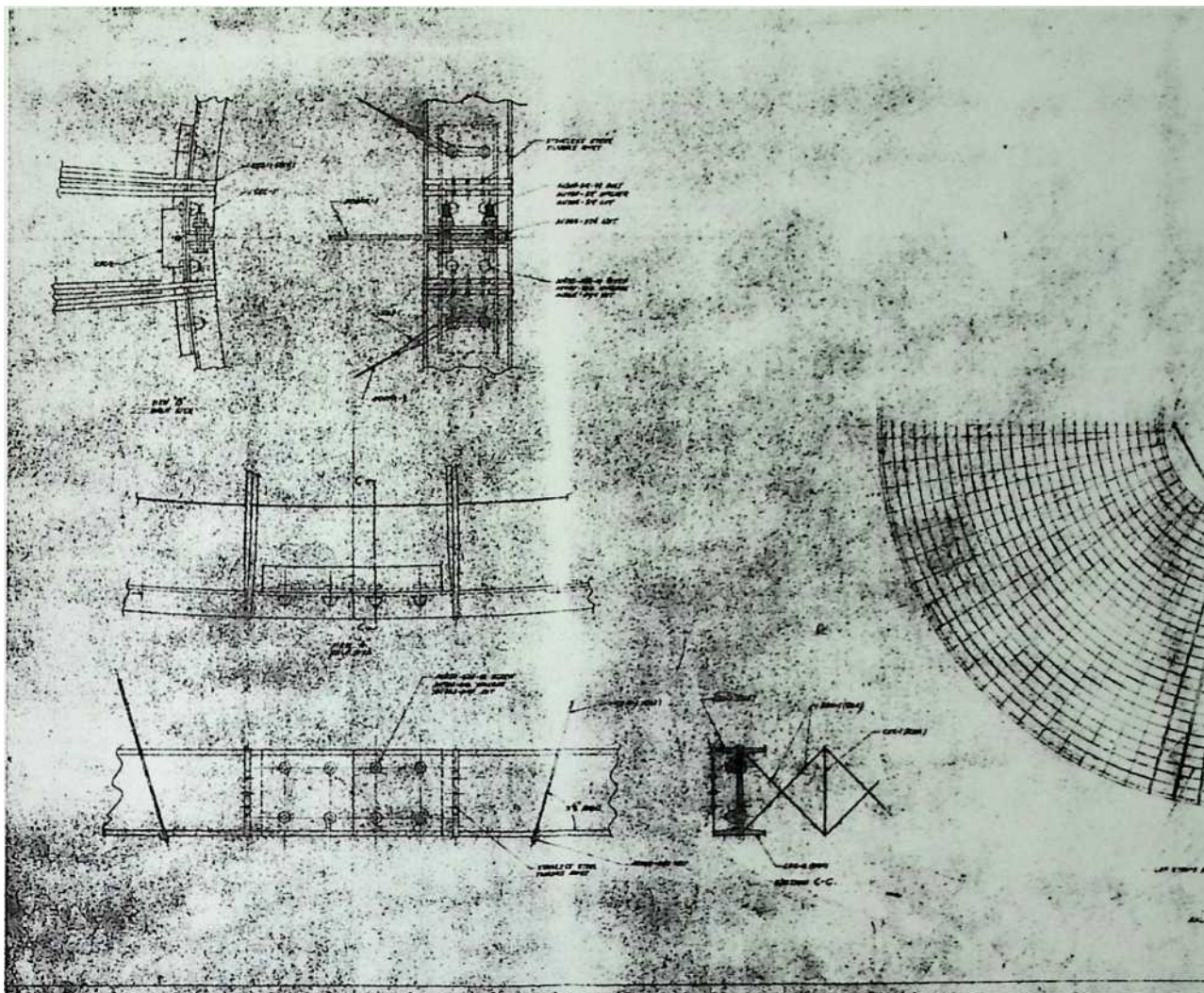
250

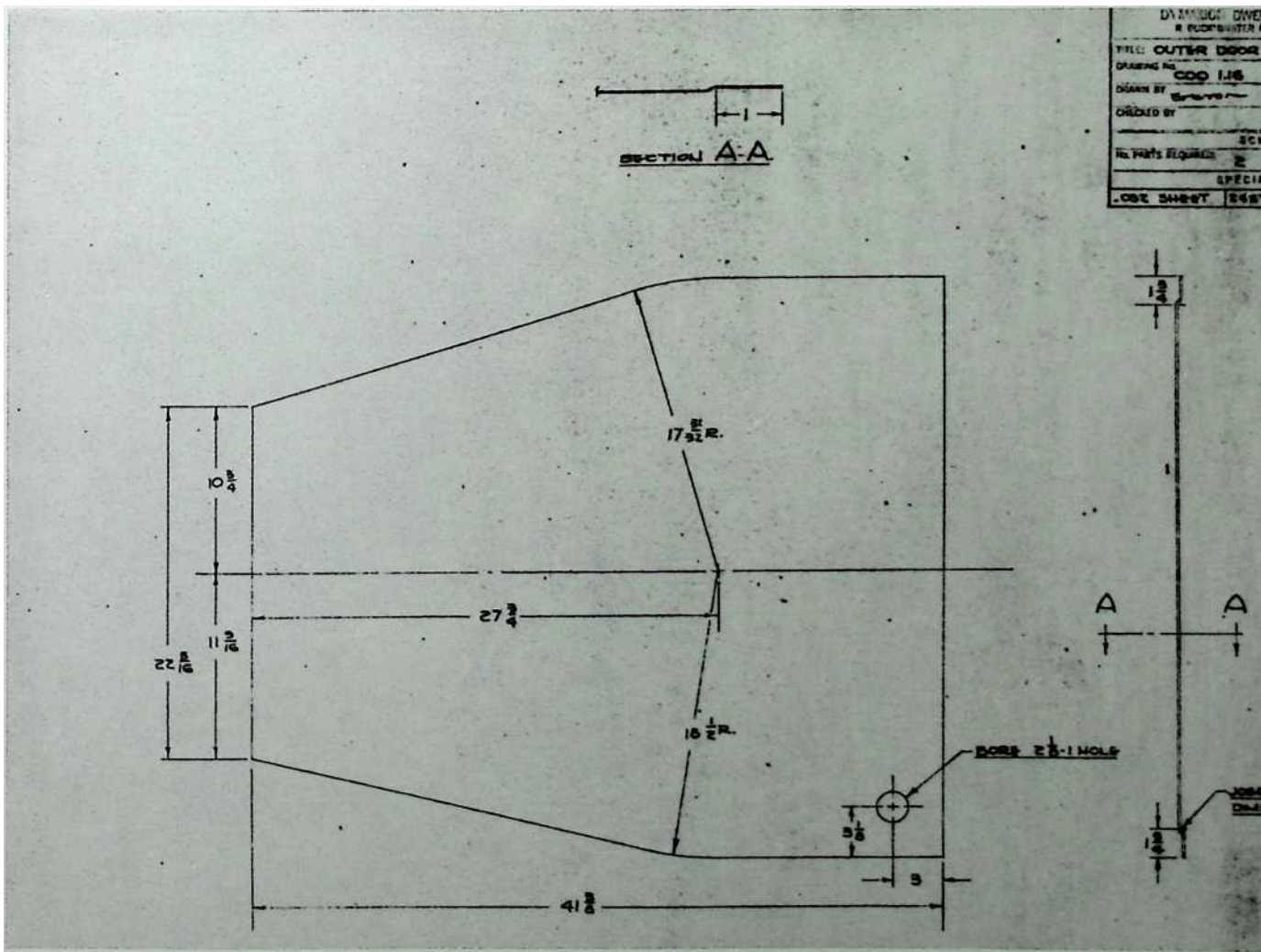
DYNAMISON DRILLING MACHINERY, INC.
 1000 W. 17TH ST. - DENVER 14, CO.
 TITLE: PLATE
 DRAWING NO. CEC-102 PART OF 157
 DRAWN BY J.A. COWARD DATE 3-14-45
 CHECKED BY REVISED DATE
 NO. PARTS REQUIRED 12 WEIGHT LBS. 160
 SPECIFICATIONS
 2 X 12 PLATE MAGNESIUM ALLOY
 COND. H.

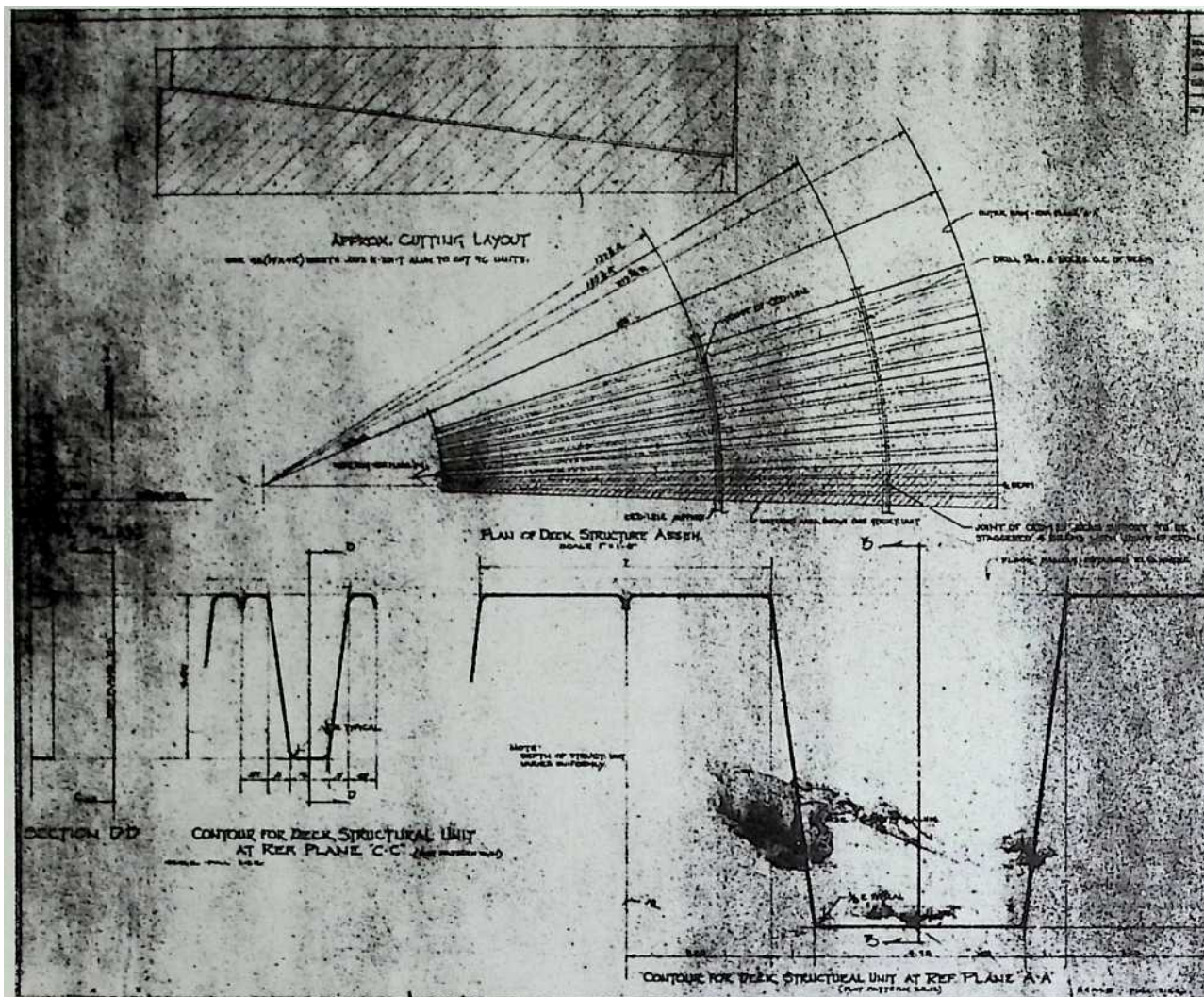


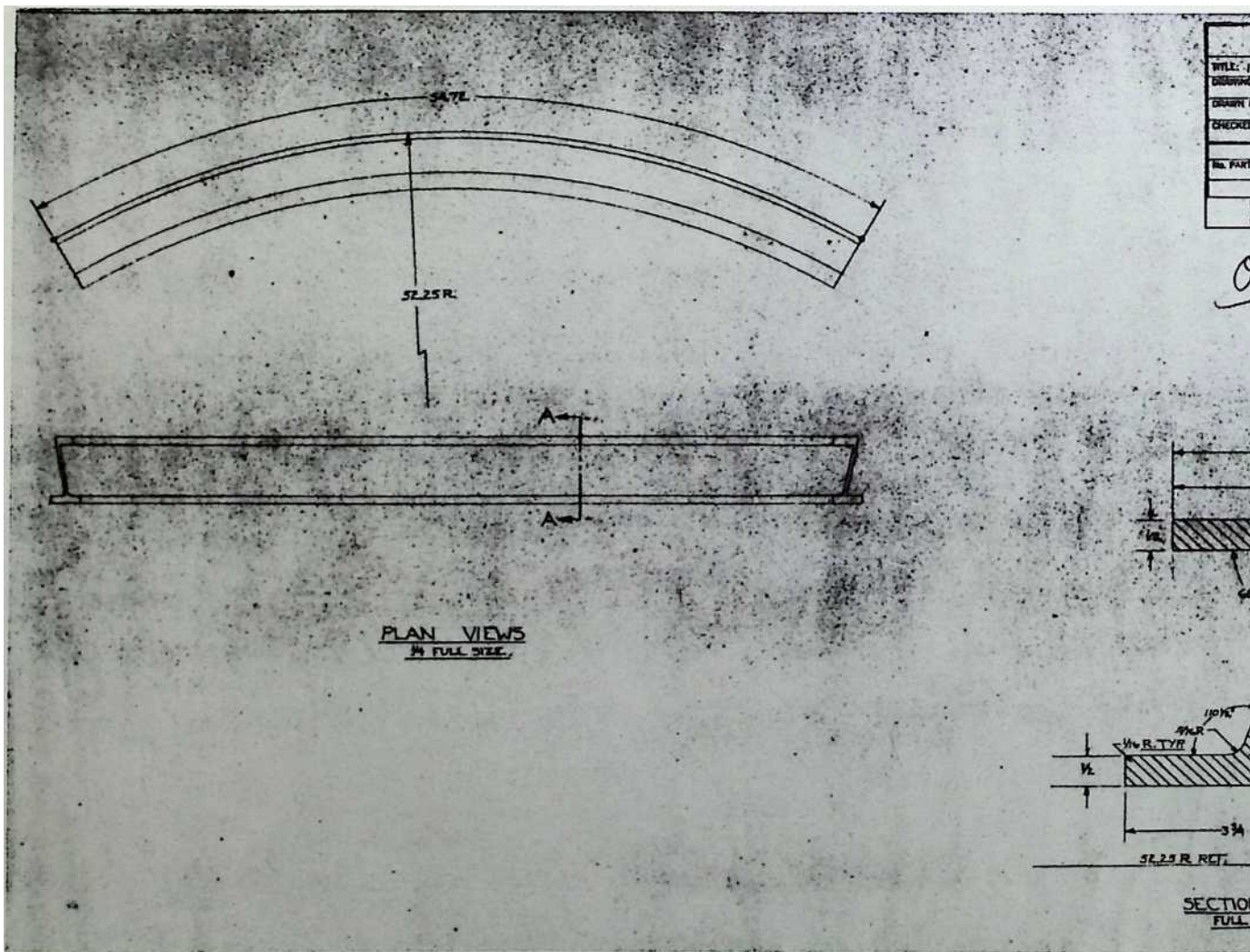
DYNAMISON DRILLING MACHINERY, INC.
 1000 W. 17TH ST. - DENVER 14, CO.
 TITLE: CHANNEL
 DRAWING NO. CEC-2 PART OF 157
 DRAWN BY J.A. COWARD DATE 3-13-45
 CHECKED BY REVISED DATE
 NO. PARTS REQUIRED 6 WEIGHT LBS. 150
 SPECIFICATIONS
 4 X 12 1/2 CHANNEL MAGNESIUM ALLOY

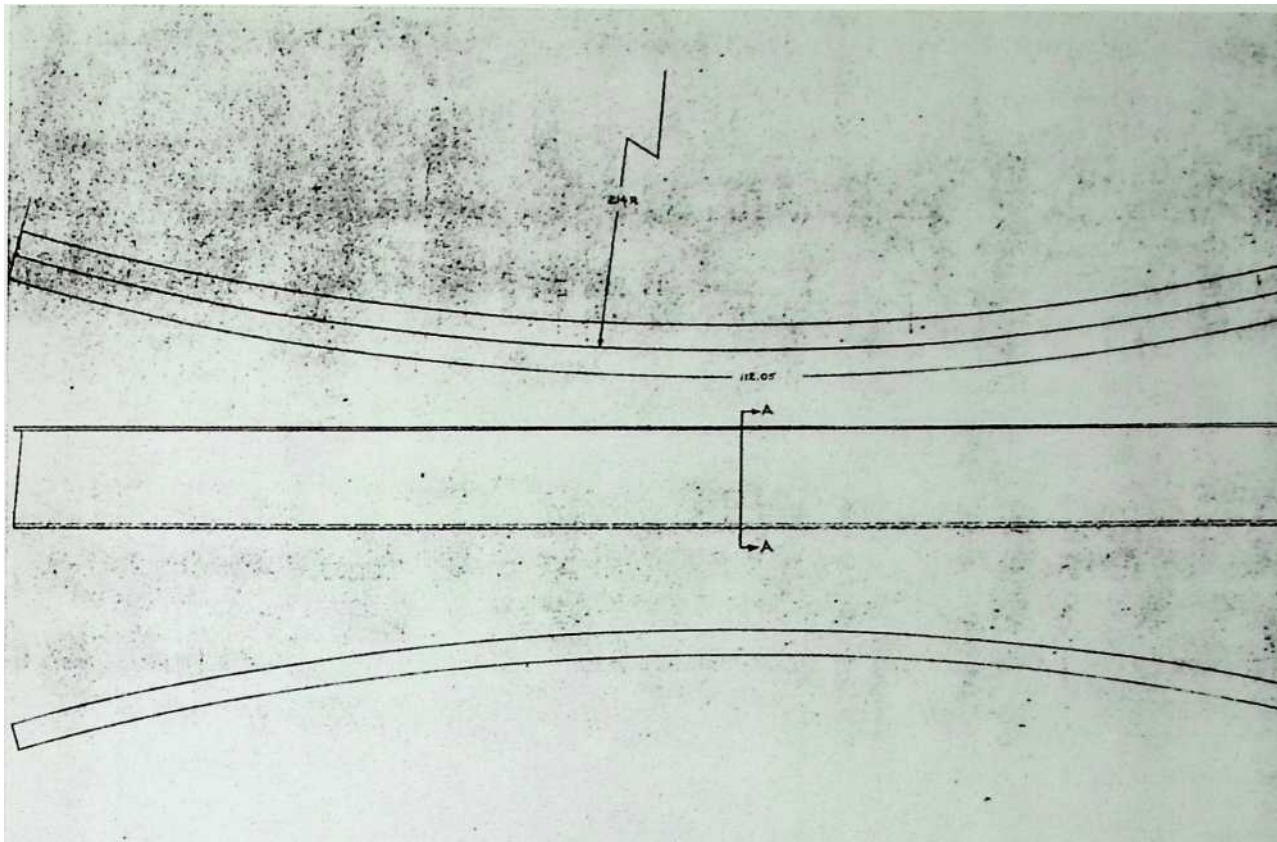




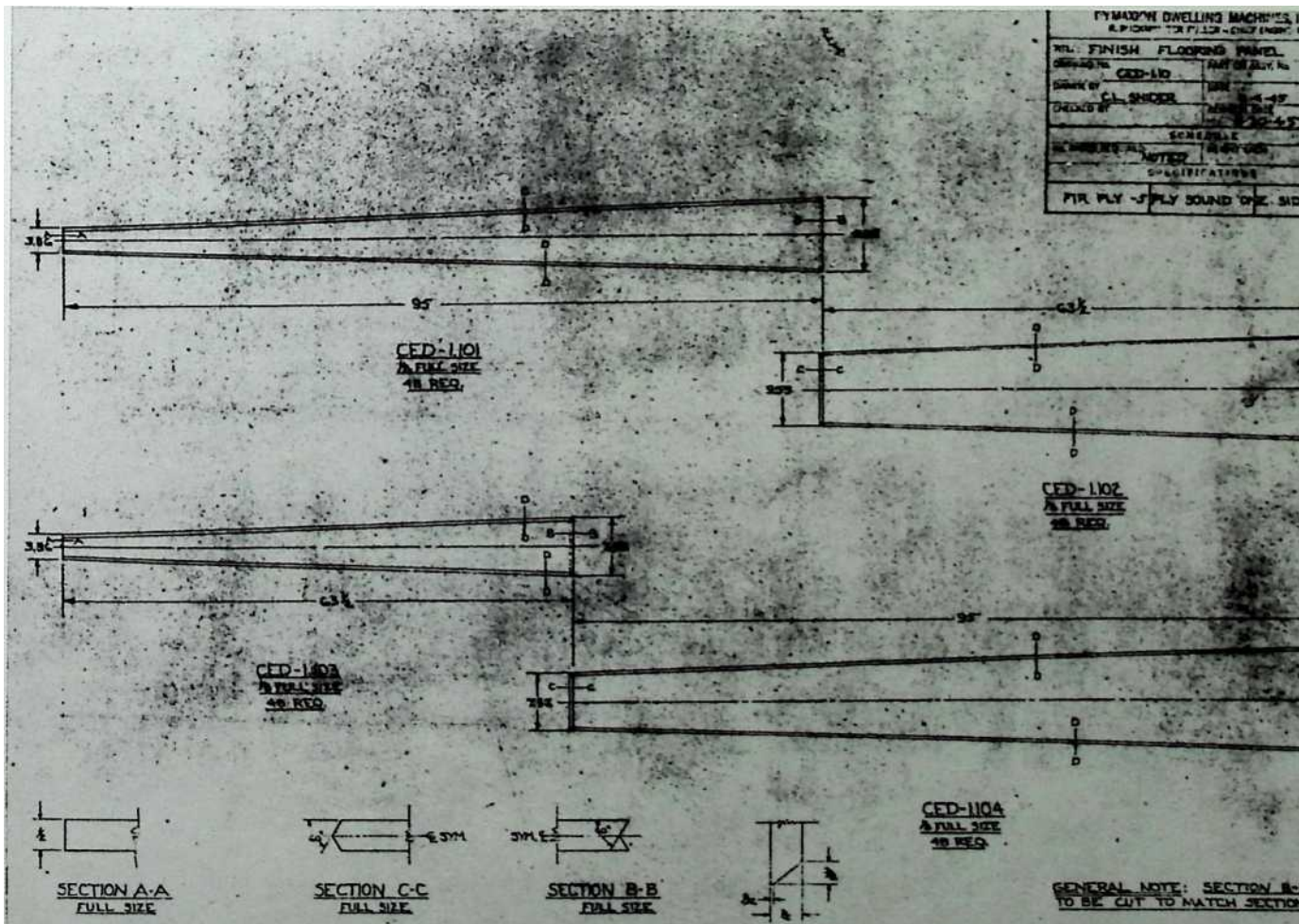








PLAN VIEWS
P. 111A.2016

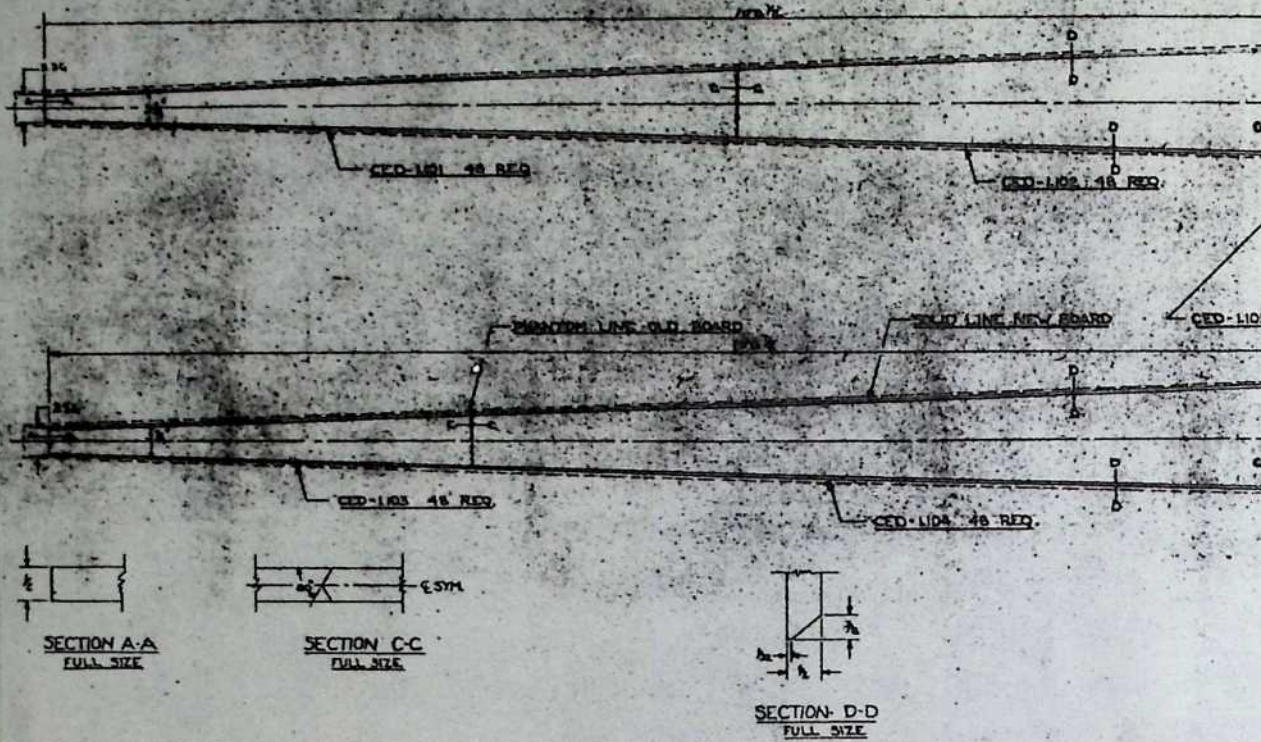


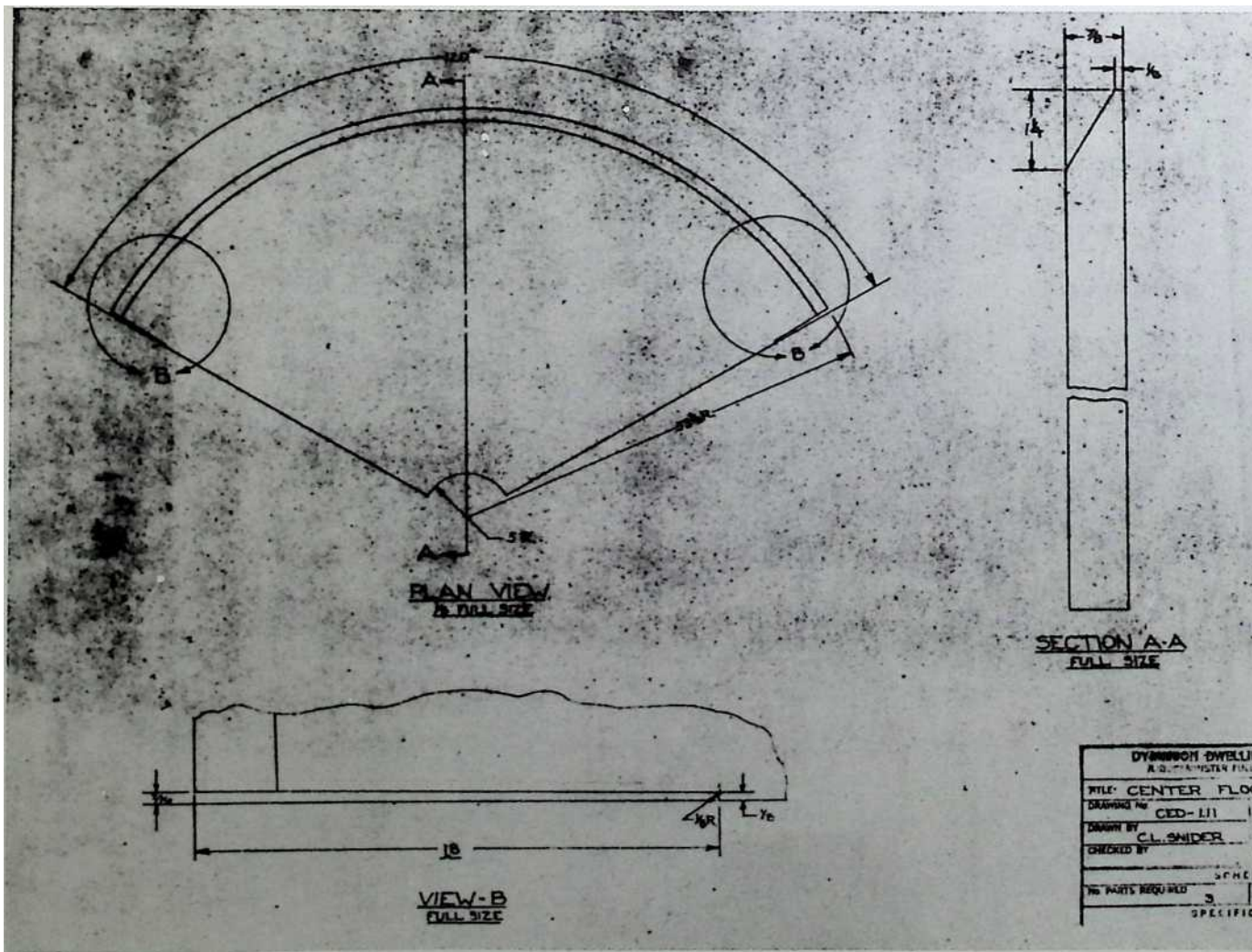
SECTION D-D aii yfc

NOTE: NARROW END OF CED-110
 & CED-103 (OLD BOARDS) ARE TO
 BE TRIMMED UP TO AND RECUT TO
 NEW DIMENSIONS AS SHOWN ABOVE
 NEW BOARD CED-104

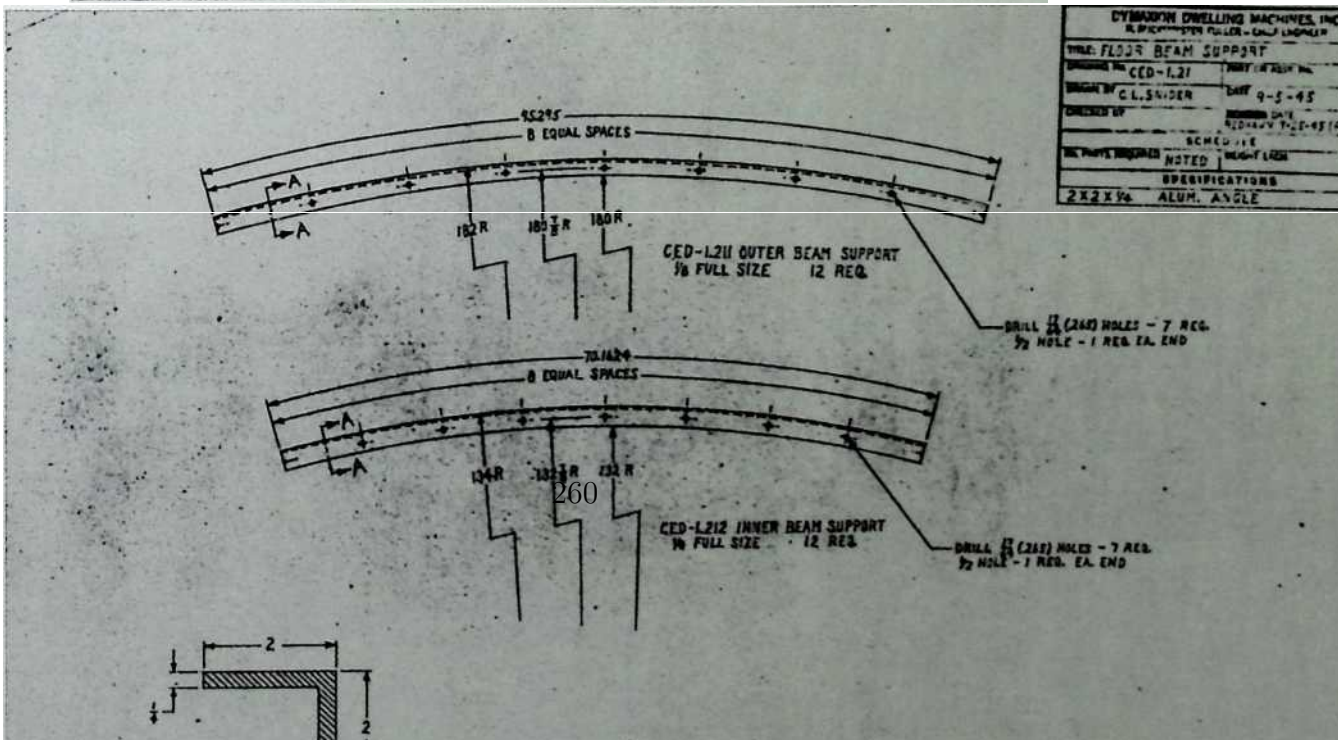
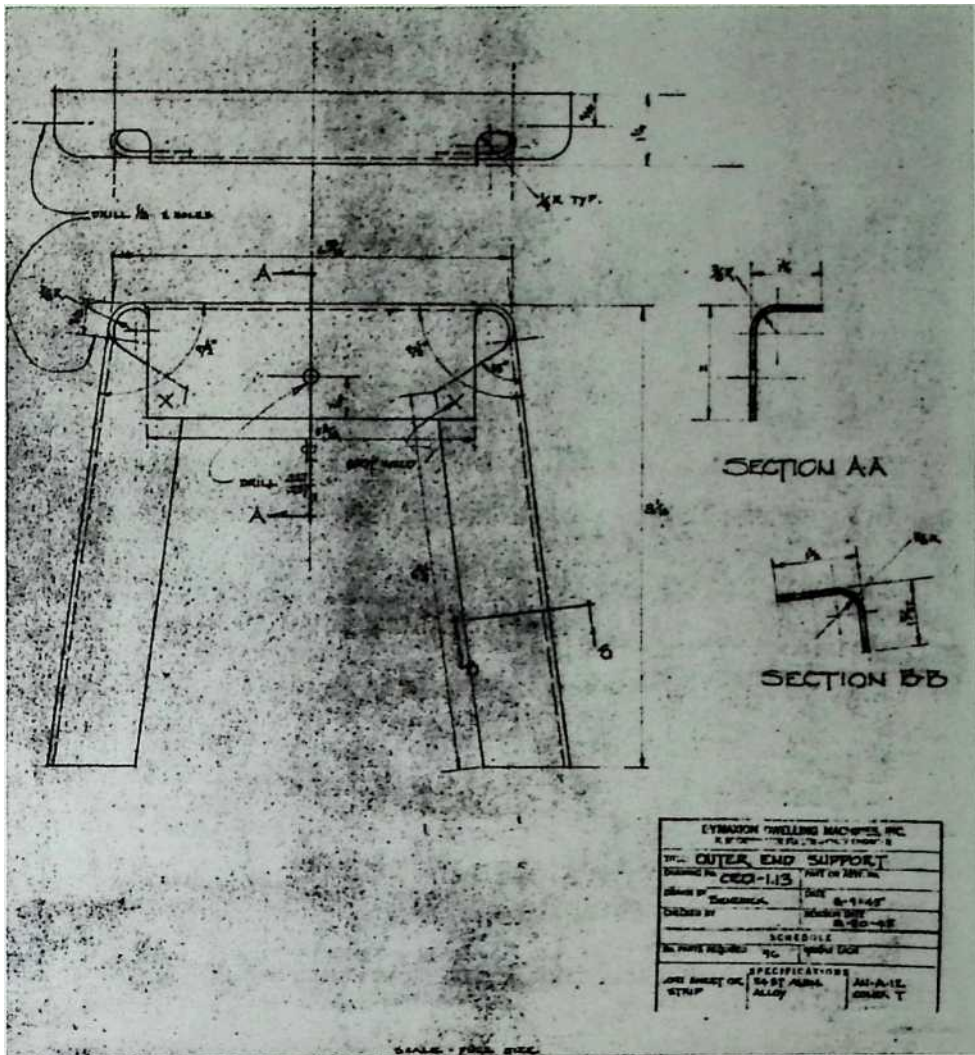
DYNAMON DWELLING	
TITLE: FINISH FLOOR PLAN	
DESIGNED BY	CED-110
DRAWN BY	CL. SHIGER
CHECKED BY	
NO. SHEETS	NOTED
SPECIFICATION	
FIR PLY - 5	PLY SOUND

SCALE: 1/4" = FULL SIZE
 TOLERANCE $\pm \frac{1}{32}$ "





DYWIDOFF DWELING	
A. S. T. M. A 36 STEEL FULL	
TITLE: CENTER FLOOR	
DRAWING NO: CED-111	
DRAWN BY: C. L. SWIDER	
CHECKED BY:	
NO. PARTS REQUIRED: 3	
SPECIFIC	



DATE

BY MAXION DWELLING MAOMtNES; INC.

eAF-j.nL * B'ICXM'NSHB FULLER - CHIEF EKCIKE'R

tttl- SPLICE PLAT£..yVArfc* STOP

SAt-S-

DRA_Kli«Y^{DATt}

CHECKED BY REvTsiMiDATE •

SCHEDULE '

BY EA. NO.

AUTHORL

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BY

No. FARTS REQUIRED

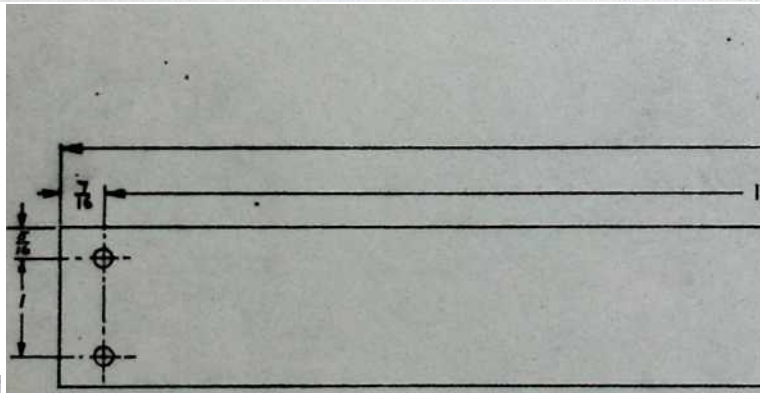
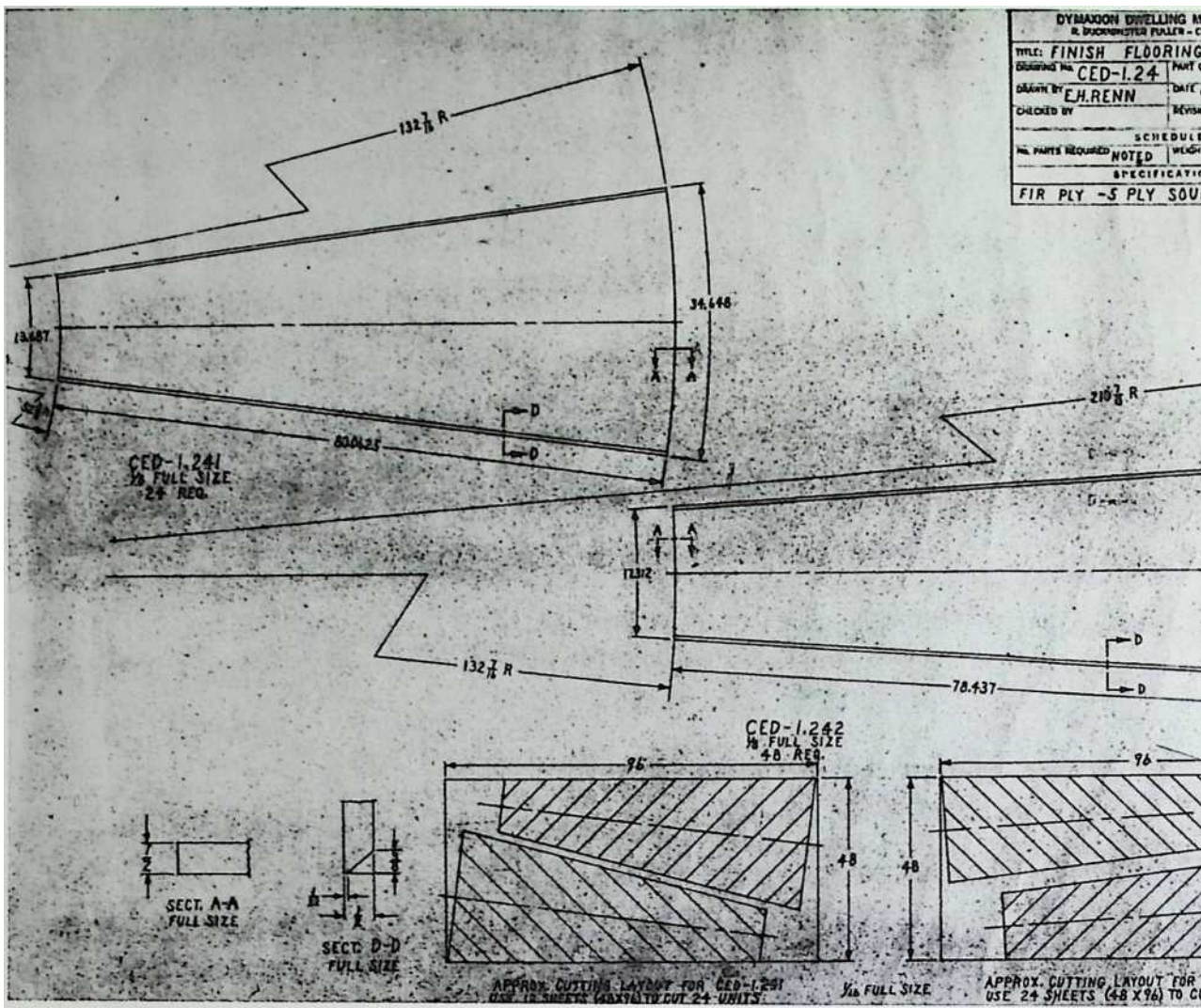
pTwaGHT EACH

SPECIFICATIONS

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EA-87

DYNAMON DWELLING M	
R. BROWN/STEVENS FULLER - C	
TITLE: FINISH FLOORING	
DESIGNED BY: CED-1.24	PART
DRAWN BY: E.H. RENN	DATE
CHECKED BY:	REVISION
NO. PARTS REQUIRED:	SCHEDULE
NOTED	WEIGHT
SPECIFICATION	
FIR PLY - 5 PLY SQU	



CYMAXJON DWELLING KACWN2\ INT
akxxmwjoi nimA-oczFIWPani

WU: WATERSTOP

neuUUUi.l¹ .CHIOUlt

lEnkhNtuMo, lw&ST5cii7

«PECI/ICA»P<W>

RUBBER UTRU51CH

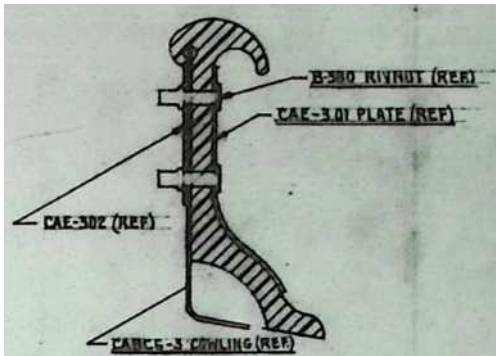
tA-l

|T LA. NO.

i.

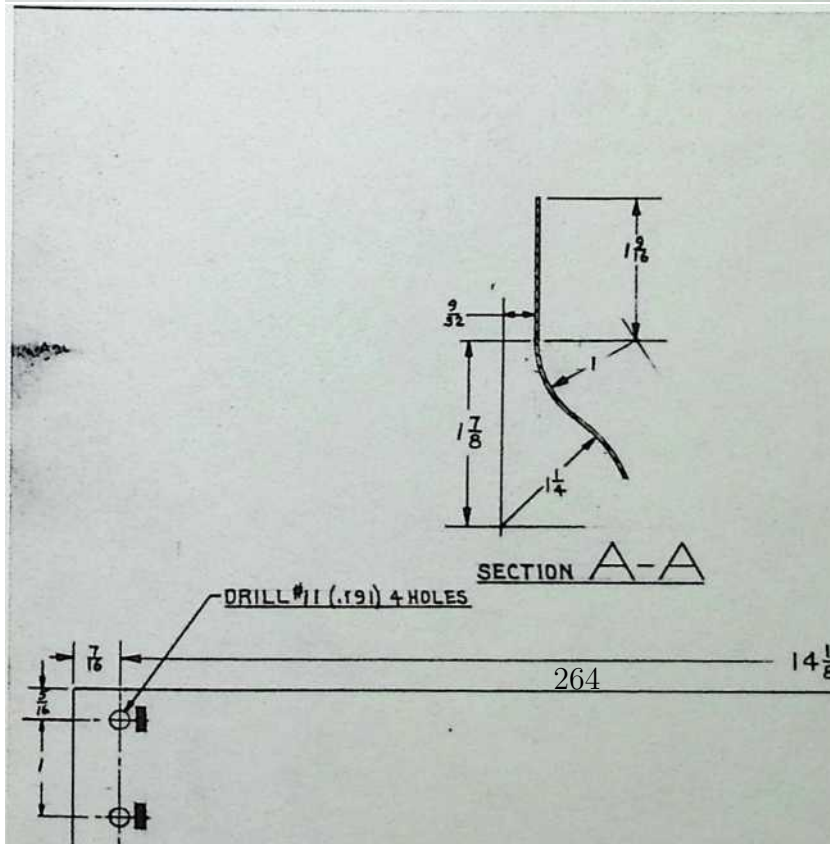
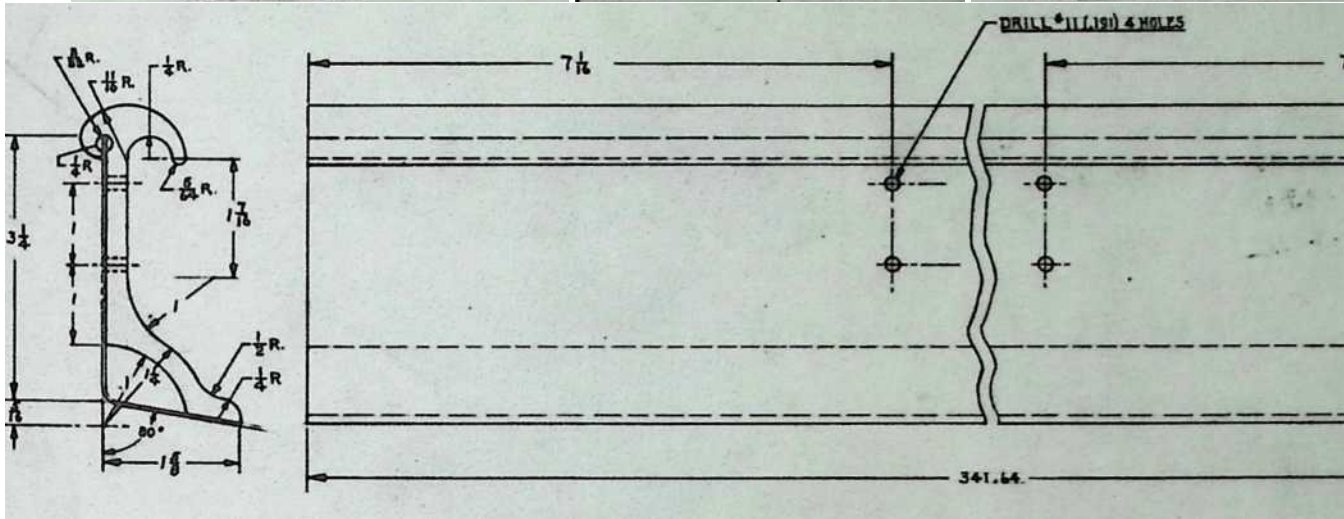
:T;

COLOR CODE		DYMAXION PWELUNG MACHINES, iNC.
Hi	COLOR	MI S. OI R BUCKMINSTER FULLER - CHIEF
4-	OKAH6E 1	NOHEEP
		HTU: SILICA FLAOT-I
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		ULE
		Ko. PARIS REQUIRED j
		WllGHt EACH
		SPECIFICATION*
		WSHEET 3'K
		E4-3TAL
		AN-1K-13
		15
		ALUM. ALLOY
		C.ONO.A



DRAWING NO.	PART OR ASSY. NO.
CAE-30-000000	A
DRAWN BY	DATE
M. N. N. C.	12-13-63
CHECKED BY	REVISION DATE

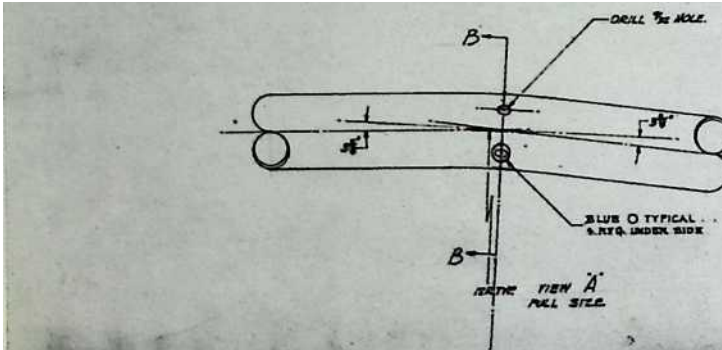
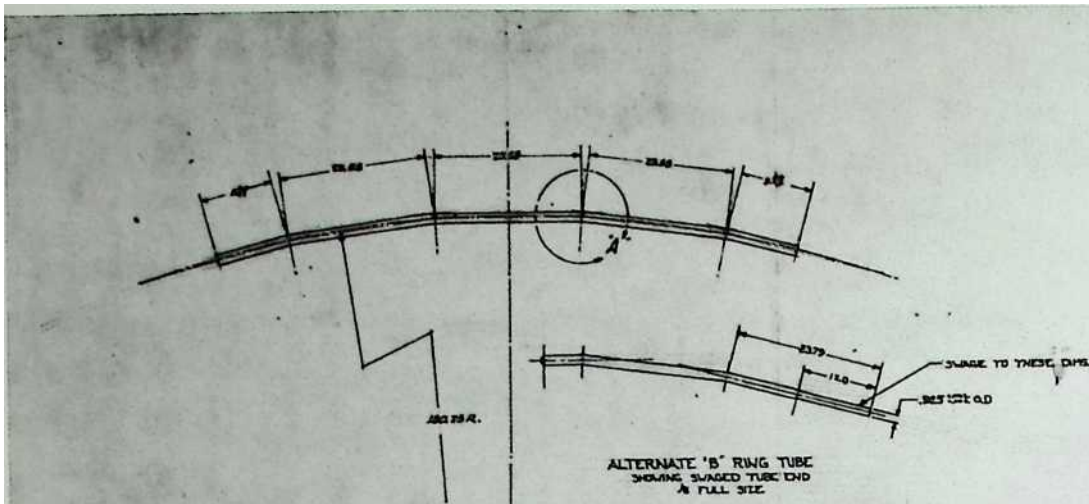
DATE _____



DATE _____

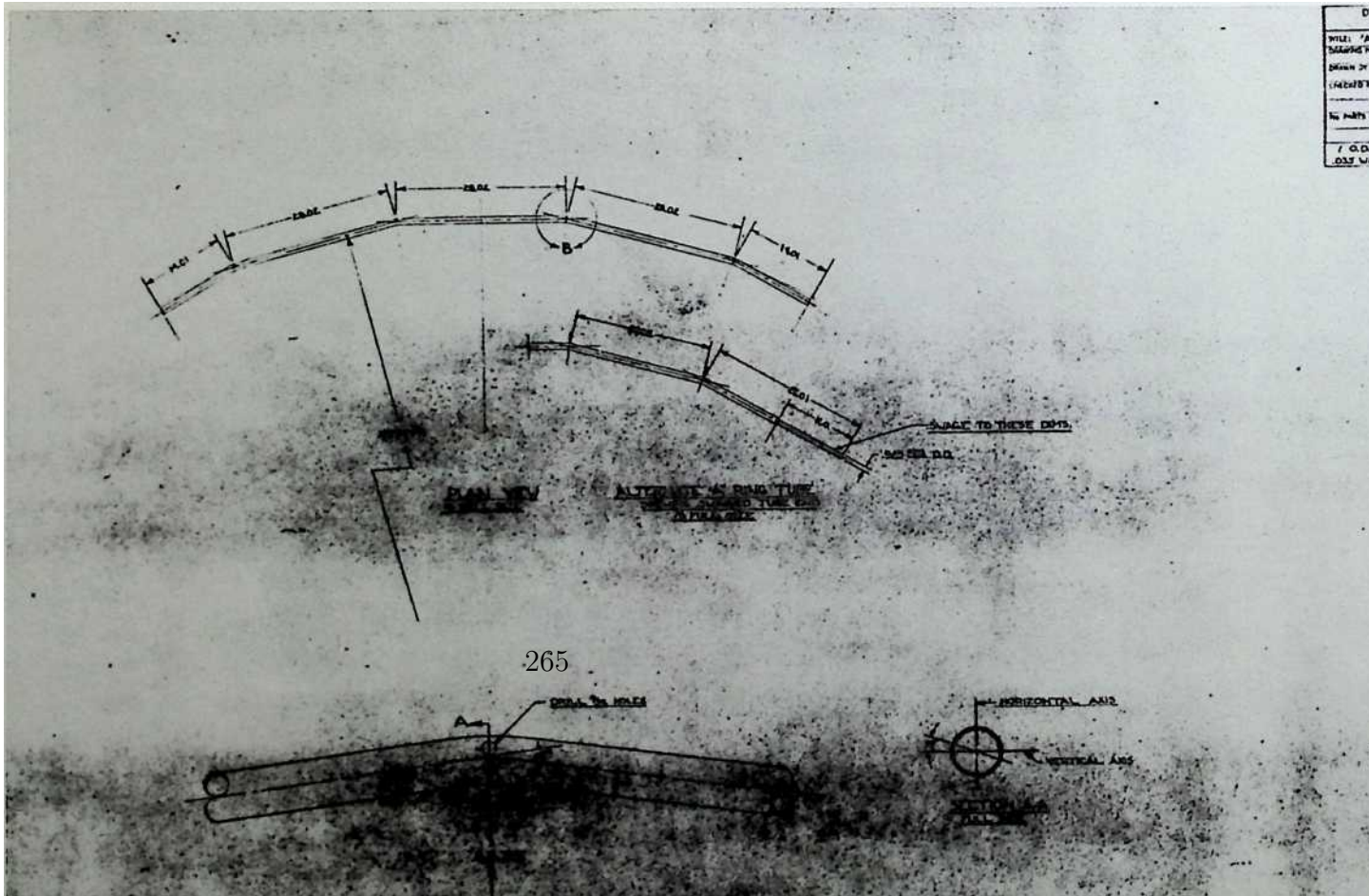
A BY E.A. NO. _____

AUTHORIZED BY _____

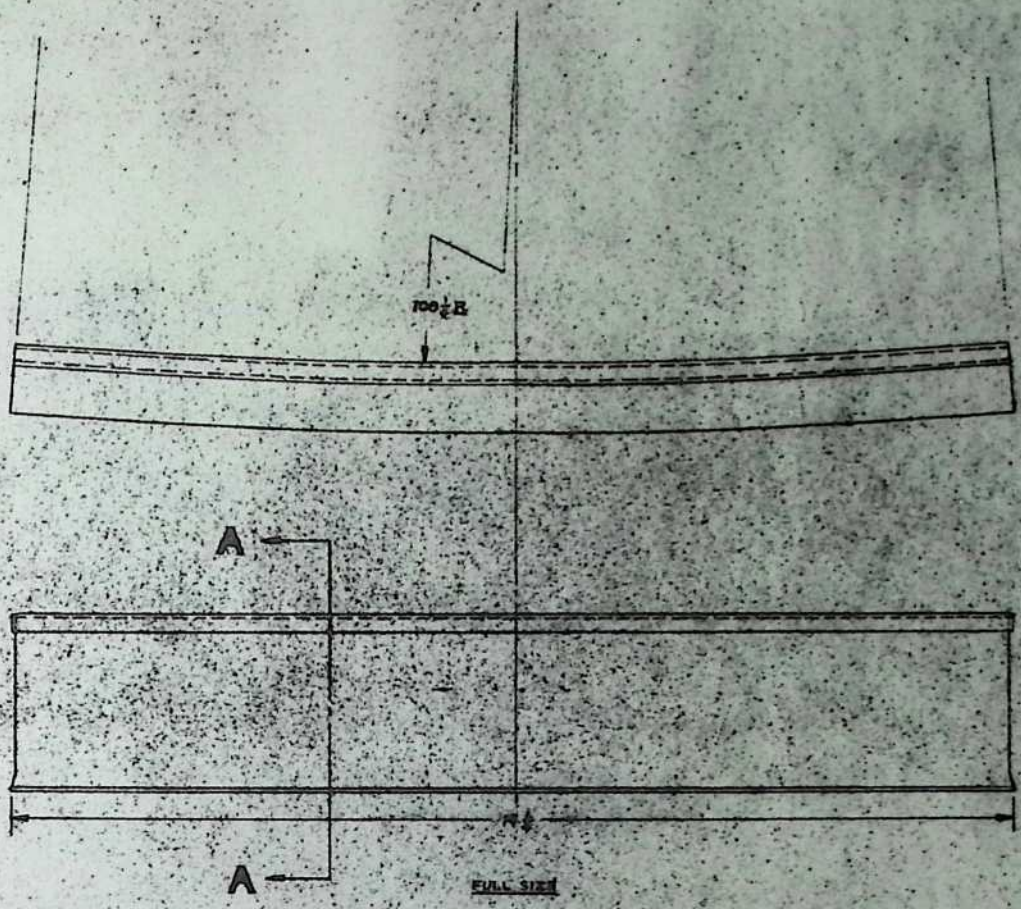


COLOR CODE	OPERATOR	DATE
4 BLUE O	W. J. HARRIS	8-20-45
	DESIGNED BY	8-20-45
	CHECKED BY	
	APPROVED BY	
	REVISIONS	
	PREPARED BY	
	ENGINEER	
	SCALE - 1/8 FULL SIZE	

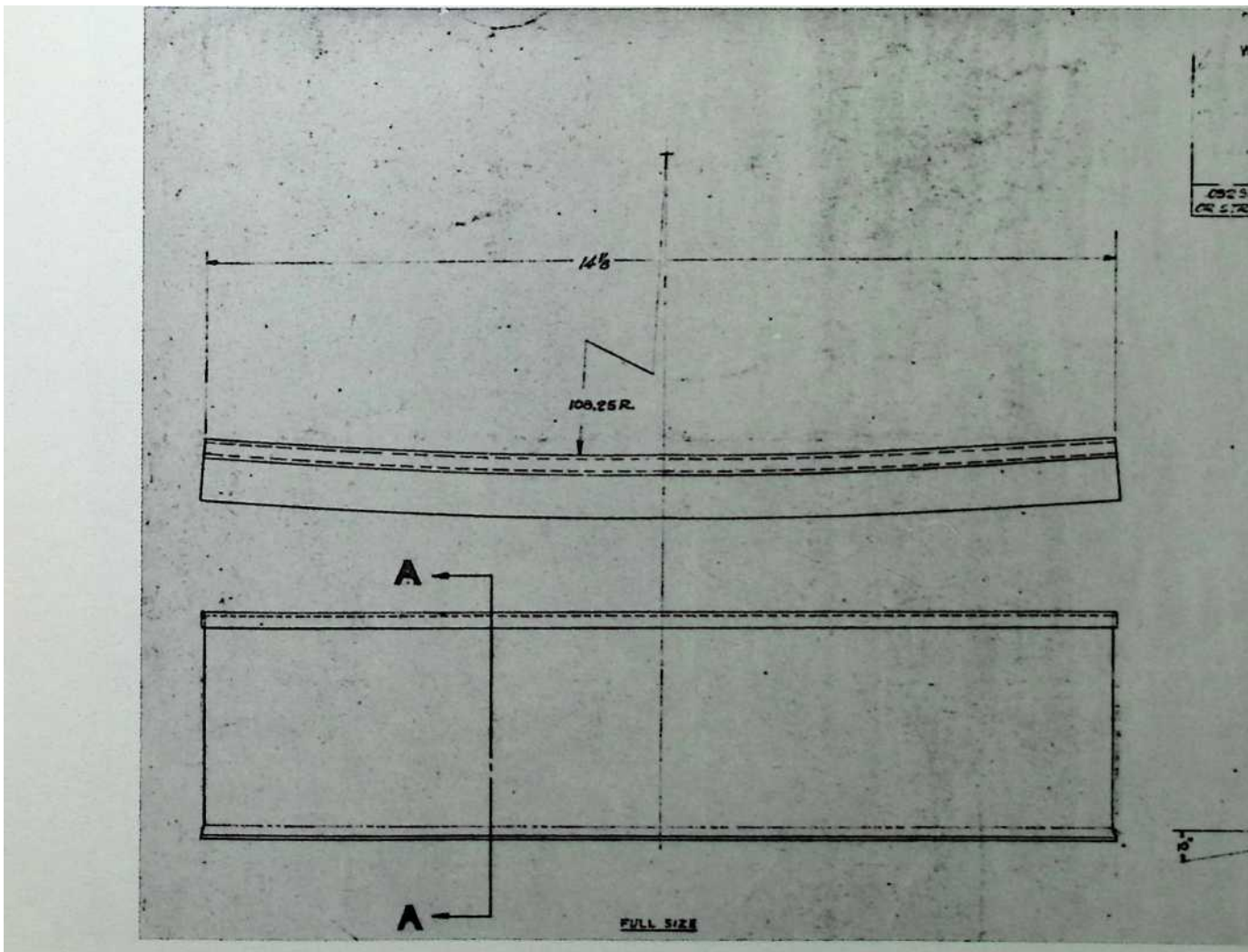
DATE _____
 BY E.A. NO. 727
 AUTHORIZED BY _____

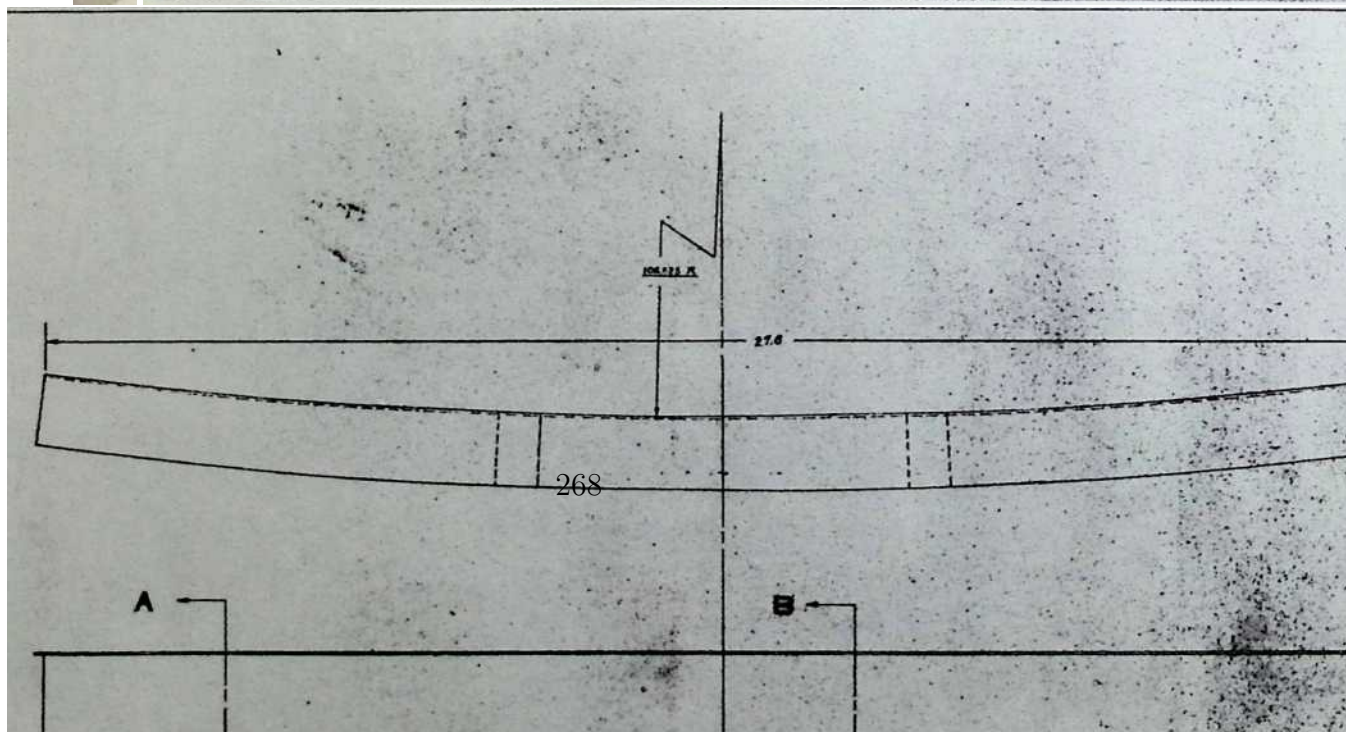
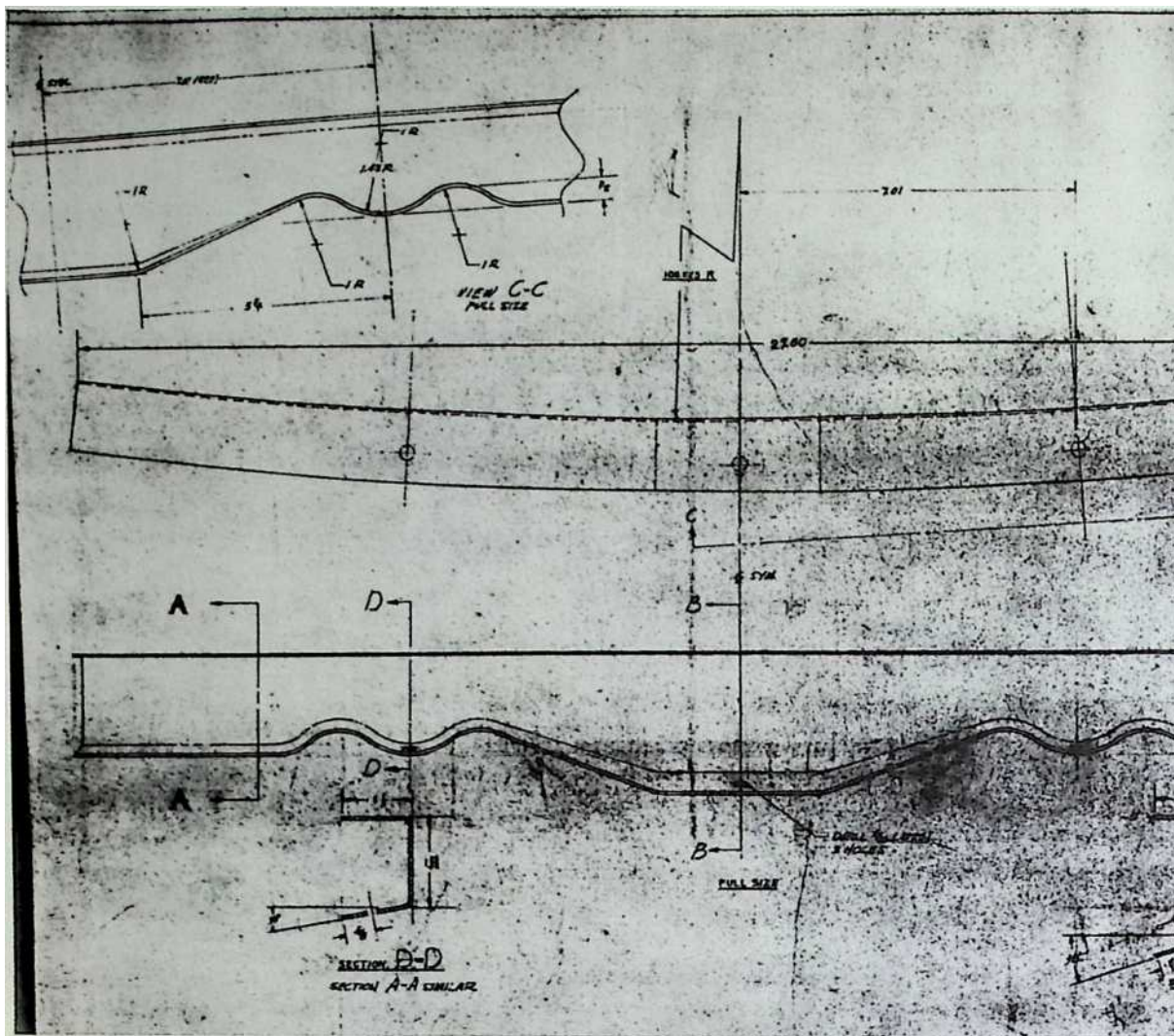


WATER
CAJ-1
JACOV
ONE SHEET
4 X 14 LONG



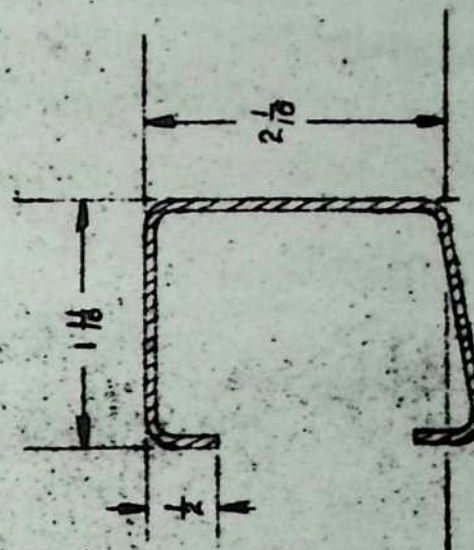
FULL SIZE





DRAWING NO. **CAJ-103** PART OR ASSY NO.
 DRAWN BY **J.A.COWARD** DATE **3-29-45**
 CHECKED BY _____ REVISION DATE _____
 QUANTITY **24** _____
 .004 SHEET 24 SOAL AN-A-19
 5 X 6 LONG ALUM. ALLOY COND. A.

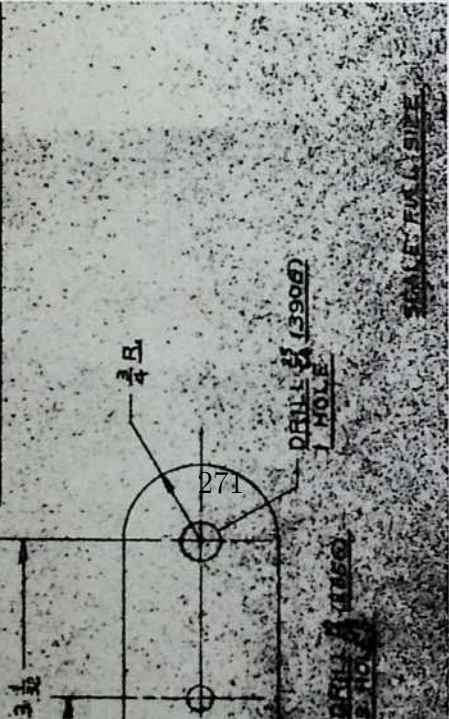
NOTE 2: HEAT TREAT PER SPEC. AN-QQ-H-196



RADIAL L. 8

NOTE-ALL BfND RADII

PYMAXION SWELLING MACHINING	
PART OR ASSY. NO.	
DRAWING NO. CAJ-1-04	DATE 3-30-45
CHECKED BY	REVISION DATE
SCHEDULE	
NO. PARTS REQUIRED 24	WEIGHT EACH .23
SPECIFICATIONS	
.187 STEEL CHROME-MOLY AN-BQ-S-685	
1 1/2 X 3 1/2 LONG; STEEL CONDA	



PYMAXION SWELLING MACHINING	
PART OR ASSY. NO.	
DRAWING NO. CAJ-1-03	DATE 3-28-45
CHECKED BY J.A. COWARD	REVISION DATE
SCHEDULE	
NO. PARTS REQUIRED 72	WEIGHT EACH .04
SPECIFICATIONS	
3 ELECTRUMITE TUBING	



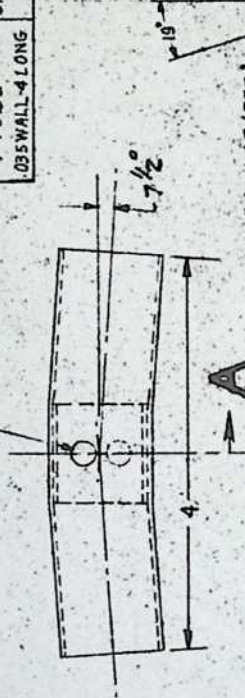
NOTE: PLACE IN CAJ-1-07 BEFORE BENDING

SCALE: FULL SIZE

PYMAXION SWELLING MACHINING	
PART OR ASSY. NO.	
DRAWING NO. CAJ-1-07	DATE 3-28-45
CHECKED BY J.A. COWARD	REVISION DATE
SCHEDULE	
NO. PARTS REQUIRED 24	WEIGHT EACH .119
SPECIFICATIONS	
1 TUBE CHROME-MOLY AN-BQ-S-685	
.035 WALL 4 LONG STEEL CONDA TYPE I	

PLACE CAJ-1-05 IN TUBE BEFORE BENDING.

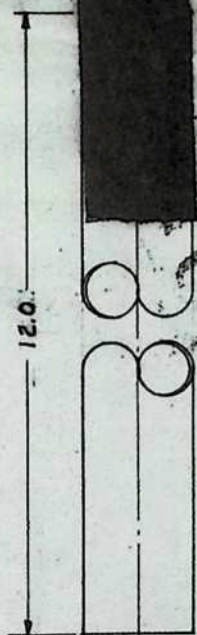
DRILL 1/4 HOLE



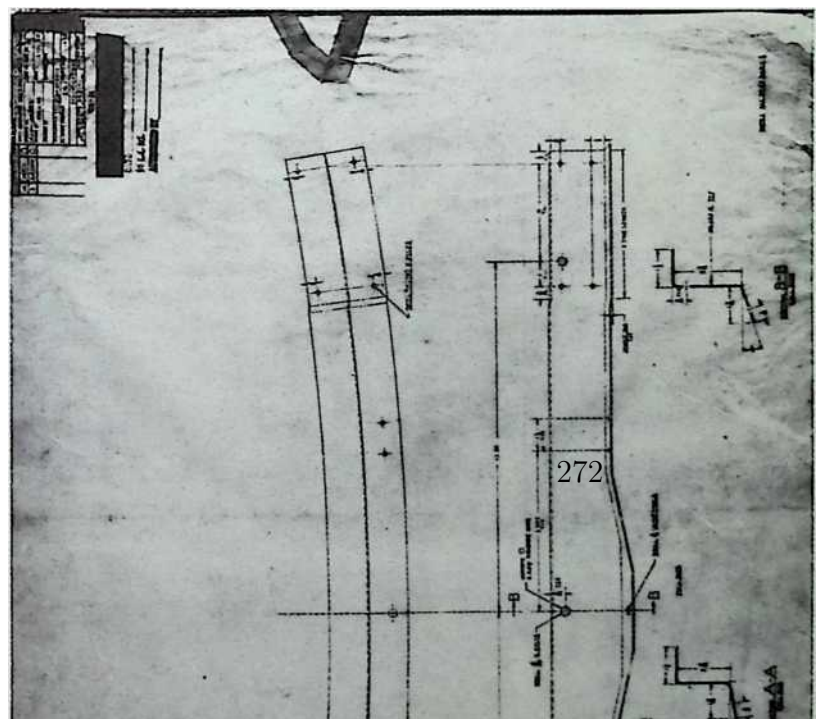
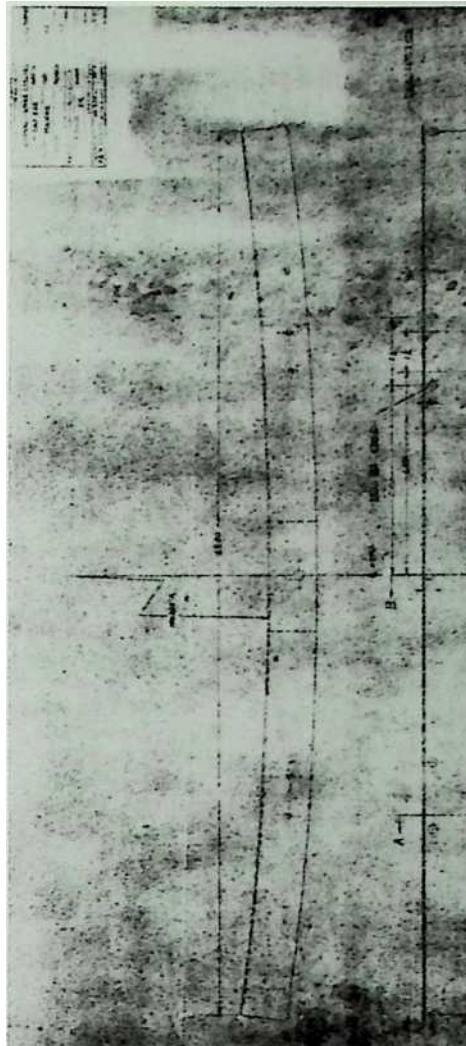
SCALE: FULL SIZE

PYMAXION SWELLING MACHINING	
PART OR ASSY. NO.	
DRAWING NO. CAJ-1-03	DATE 3-28-45
CHECKED BY	REVISION DATE
SCHEDULE	
NO. PARTS REQUIRED 144	WEIGHT EACH .15
SPECIFICATIONS	
3 ELECTRUMITE TUBING	

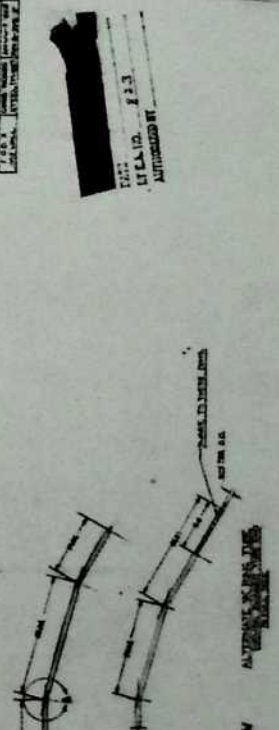
DYNAMION DWELLING MACHINES, INC.	
CAJ-1.05 R. BIRCHMINSTER FULLER - CHIEF ENGINEER	
TITLE: TUBE - 3" RING DOWEL	
DRAWING NO.	PART OR ASSY. NO.
CAJ-01-00143 (01)	
DRAWN BY	DATE
GRAVES	2-10-45
CHECKED BY	REVISION DATE
	8-14-45 C.L. SNIDER
SCHEDULE	
NO. PARTS REQUIRED	WEIGHT EACH
6	.79
SPECIFICATIONS	
3/4 ELECTRUNITE TUBING	



DATE [REDACTED]
 BY E.A. NO. 1822
 AUTHORIZED BY [REDACTED]
 SCALE: FULL SIZE



DESIGNED BY	DATE
CHECKED BY	DATE
DRAWN BY	DATE
APPROVED BY	DATE



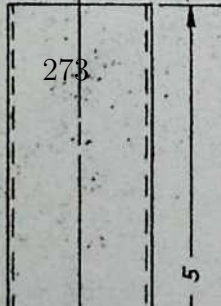
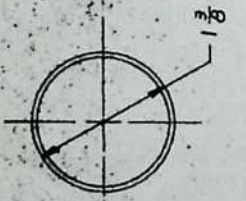
DESIGNED BY	DATE
CHECKED BY	DATE
DRAWN BY	DATE
APPROVED BY	DATE

DYNAMAX DWELLING MACHINES, INC.
R. BUCKMASTER PULLER - CHIEF ENGINEER

TITLE: DOWEL TUBE
 DRAWING No. **CBJ-1.01** PART OR ASSY. No.
 DRAWN BY **J.A. COWARD** DATE **4-2-45**
 CHECKED BY _____ REVISION DATE

No. PARTS REQUIRED: **03** SCHEDULE **48** WEIGHT EACH **2.89** LBS.

SPECIFICATIONS
1 1/2 O.D. TUBE CHROME-MOLY AN-WW-T-850
1.049 WALL 3 LONG STEEL COND.N TYPE



SCALE: FULL SIZE

DYNAMAX DWELLING MACHINES, INC.
R. BUCKMASTER PULLER - CHIEF ENGINEER

TITLE: DOWEL TUBE
 DRAWING No. **CBJ-1.03** PART OR ASSY. No.
 DRAWN BY **J.A. COWARD** DATE **4-2-45**
 CHECKED BY _____ REVISION DATE

No. PARTS REQUIRED: **48** SCHEDULE **03** WEIGHT EACH **.03**

SPECIFICATIONS
1 1/2 O.D. TUBE CHROME-MOLY AN-WW-T-850
0.049 WALL 3 LONG STEEL COND.N TYPE



DYNAMAX DWELLING MACHINES, INC.
R. BUCKMASTER PULLER - CHIEF ENGINEER

TITLE: JOINT TUBE
 DRAWING No. **CBJ-1.02** PART OR ASSY. No.
 DRAWN BY **J.A. COWARD** DATE **4-2-45**
 CHECKED BY _____ REVISION DATE

No. PARTS REQUIRED: **48** SCHEDULE **48** WEIGHT EACH **.44**

SPECIFICATIONS
1.049 WALL 6 LONG CHROME-MOLY AN-WW-T-850
COND.N TYPE

SECTION A-A

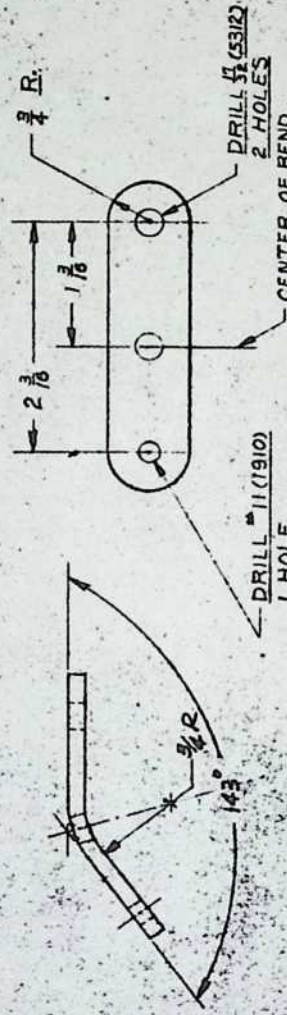
NOTE: INSERT BEFORE REMOVING CBJ-1.02 TUBE

DYNAMAX DWELLING MACHINES, INC.
R. BUCKMASTER PULLER - CHIEF ENGINEER

TITLE: PLATE
 DRAWING No. **CBJ-1.04** PART OR ASSY. No.
 DRAWN BY **J.A. COWARD** DATE **4-2-45**
 CHECKED BY _____ REVISION DATE

No. PARTS REQUIRED: **48** SCHEDULE **05** WEIGHT EACH **.05**

SPECIFICATIONS
1.125 SHEET CHROME-MOLY AN-QQ-S-685
3/4 X 3 LONG STEEL COND. A



DYNAMON DWELLING MACHINES, INC.
R. BUCKINGHAM FULLER - CHIEF ENGINEER

TITLE: **PLATE**

DRAWING No. **60J-102** PART OR ASSY. No.

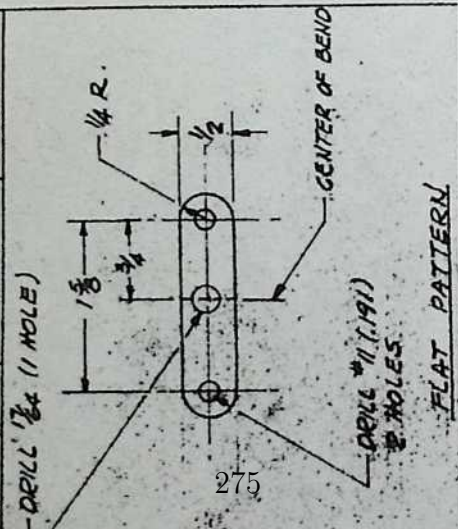
DRAWN BY **GRAVES** DATE **4-4-45**

CHECKED BY

NO. PARTS REQUIRED **45** SCHEDULE

WEIGHT EACH **.04**

SPECIFICATIONS
CHROME-MOLY AN-QQ-S-685
STEEL



DYNAMON DWELLING MACHINES, INC.
R. BUCKINGHAM FULLER - CHIEF ENGINEER

TITLE: **DOWEL TUBE - "C" RING**

DRAWING No. **60J-01-00147** PART OR ASSY. No.

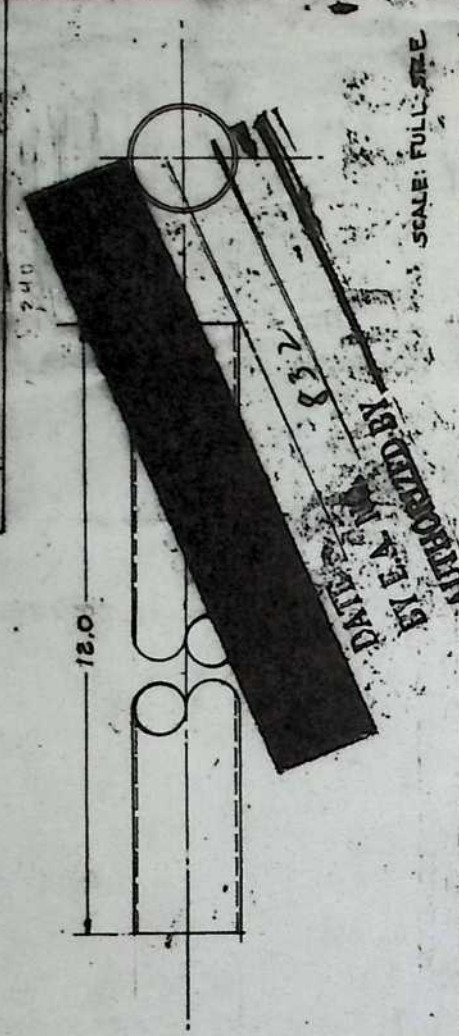
DRAWN BY **GRAVES** DATE **2-16-45**

CHECKED BY

NO. PARTS REQUIRED **12** SCHEDULE

WEIGHT EACH **.78**

SPECIFICATIONS
3/4 ELECTRUNITE TUBING



DYNAMON DWELLING MACHINES, INC.
R. BUCKINGHAM FULLER - CHIEF ENGINEER

TITLE: **ARM**

DRAWING No. **CEJ-1** PART OR ASSY. No.

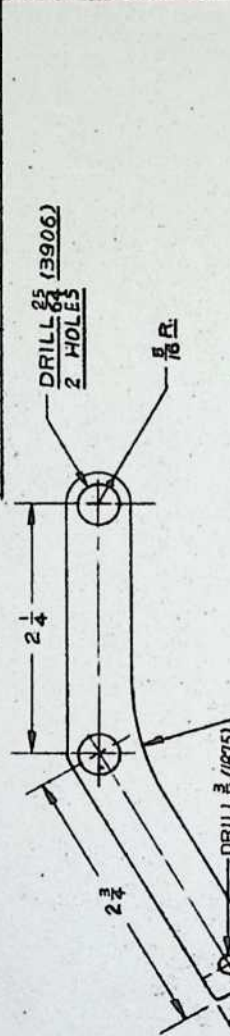
DRAWN BY **J.A. COWARD** DATE **3-15-45**

CHECKED BY

NO. PARTS REQUIRED **12** SCHEDULE

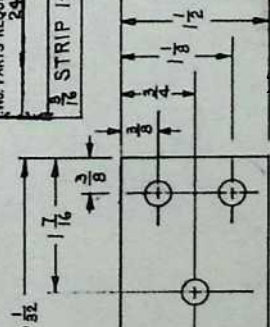
WEIGHT EACH **.08**

SPECIFICATIONS
CHROME-MOLY AN-QQ-S-685
STEEL (X4130) COND. A.



E.A. 143

DYNAMON DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: LINK - CAGE ROD	
DRAWING No. CAL-01-001718	PART OR ASSY. No. A
DRAWN BY MENNE	DATE 10-18-45
CHECKED BY	REVISION DATE
SCHEDULE	
No. PARTS REQUIRED 24 PER HOUSE	WEIGHT EACH
SPECIFICATIONS	
3/16 STRIP 1/2 X 3/8 CHROME AN-QQ-S-685 MOLY STEEL COND. N.	

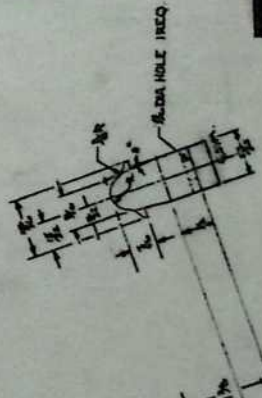


ROD ENDS

DATE _____
 BY E.A. NO. 825
 AUTHORIZED BY _____

DYNAMON DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: MOUNT - CHALKING RING	
DRAWING No. CAL-01-000716	PART OR ASSY. No.
DRAWN BY C.L. SNIDER	DATE 1-21-46
CHECKED BY	REVISION DATE
SCHEDULE	
No. PARTS REQUIRED 48	WEIGHT EACH
SPECIFICATIONS	
1/2 SHEET 24 30 ALUM AN-A-12 ALLOY COND. A	

SCALE: FULL SIZE



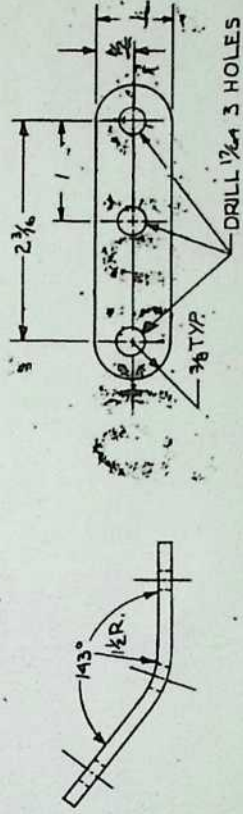
DATE _____
 BY E.A. NO. 828

C.B.L-204

DYNAMON DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: LINK - 8" RING CARVING	
DRAWING No. CBL-01-00162	PART OR ASSY. No.
DRAWN BY C.L. SNIDER	DATE 1-21-46
CHECKED BY	REVISION DATE
SCHEDULE	
No. PARTS REQUIRED 48	WEIGHT EACH
SPECIFICATIONS	
.125" PLATE CHROME-MOLY AN-QQ-S-685 STEEL (X-4130) COND. N	

DATE _____
 BY E.A. NO. 830
 AUTHORIZED BY _____

SCALE: FULL SIZE
EA-180



DRILL 1/4" 3 HOLES

FORMED PART

DYNAMON DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: MOUNT - CHALKING RING	
DRAWING No. CAL-01-000716	PART OR ASSY. No.
DRAWN BY C.L. SNIDER	DATE 1-21-46
CHECKED BY	REVISION DATE
SCHEDULE	
No. PARTS REQUIRED 48	WEIGHT EACH
SPECIFICATIONS	
1/2 SHEET 24 30 ALUM AN-A-12 ALLOY COND. A	

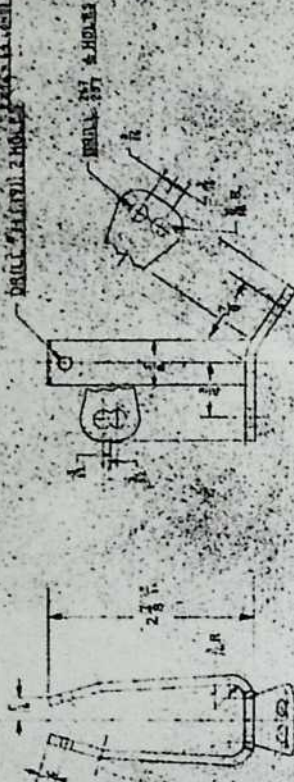
DRILL 1/16" 2 HOLES

DRILL 1/8" 2 HOLES

SCALE: FULL SIZE

DATE _____
 BY E.A. NO. 828

DYKADON DRILLING MACHINES, INC.
 1400 INDUSTRIAL PARKWAY - CHICAGO, ILL. 60641
 TITLE: MOUNT - CARLING C RING
 DRAWING NO. CCM-3 PART OF JOB NO. A
 DESIGNED BY: C.L. SHUTKIN DATE: 1-25-64
 CHECKED BY: M. MENNE
 SCHEDULE: 1-2-64
 QUANTITY: 100
 MATERIAL: 6061 ALUMINUM
 FINISH: ANODIZED
 TOLERANCES: UNLESS OTHERWISE SPECIFIED



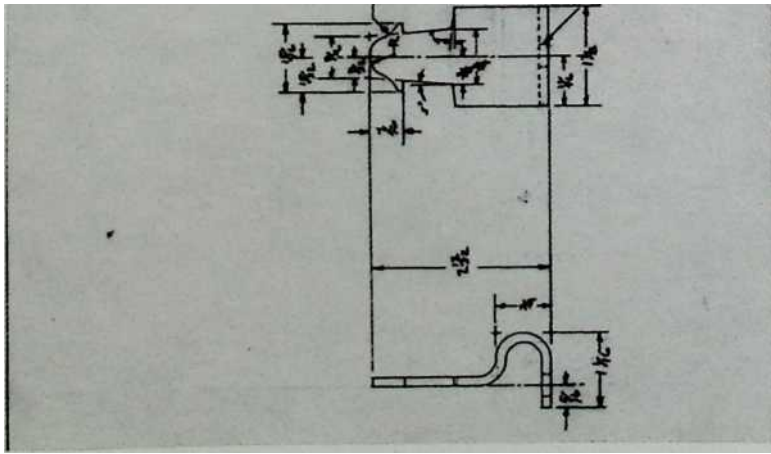
CCM-303
 DYKADON DRILLING MACHINES, INC.
 1400 INDUSTRIAL PARKWAY - CHICAGO, ILL. 60641
 TITLE: MOUNT - CARLING C RING
 DRAWING NO. CCM-3 PART OF JOB NO. A
 DESIGNED BY: C.L. SHUTKIN DATE: 1-25-64
 CHECKED BY: M. MENNE
 SCHEDULE: 1-2-64
 QUANTITY: 100
 MATERIAL: 6061 ALUMINUM
 FINISH: ANODIZED
 TOLERANCES: UNLESS OTHERWISE SPECIFIED

SCALE: FULL SIZE
 EA-179

DATE: _____
 BY E.A. NO. 834
 AUTHORIZED BY: _____

ALL BEARD RADII $\frac{1}{8}$ ALL
 OTHER RADII $\frac{1}{16}$ EXCEPT AS SHOWN

277



DYNAMION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE <i>ROD</i>	PART OR ASSY. No.
DRAWING No. CBR-1	DATE 2-22-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 48	WEIGHT EACH 1.099
SPECIFICATIONS	
1 DIA. ROD	CHROME-MOLY STEEL
AN-QQ-S-184 <small>PHY. COND. P.</small>	SUR. COND. 3

79.07
2

1 28NF-2 L.H.
P.D. 2268
THREAD PER
AN-QQ-S-126
CHAMFER 45° X 1/8"

79.07
2

1 28NF-2 R.H.
P.D. 2268
THREAD PER
AN-QQ-S-126
CHAMFER 45° X 1/8"

DYNAMAXION DWELLING MACHINES, INC.
R. P. CHAMBERLAIN, ENGINEER - CHIEF ENGINEER

TITLE: ROD	PART OR ASSY. No.
DRAWING No. CAR-1	DATE 2-22-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	

No. PARTS REQUIRED 24	SCHEDULE	WEIGHT EACH 2.29
SPECIFICATIONS		
1/2" DIA. ROD - CHROME-MOLY (AN-80S-1B) STEEL SURF. FINISH		

105.08
2

**5/16-24NF-2 R.H.
PD: 2854-2000
AN-80S-1B**

THREAD PER
AN-80S-1B

CHAMFER **45° X .32**

**5/16-24NF-2 R.H.
PD: 2854-2000
AN-80S-1B**

THREAD PER
AN-80S-1B

CHAMFER **45° X .32**

A	B	NO
26	27	16
27	28	4
28	29	3

DYNAMIXON DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: **ROD**

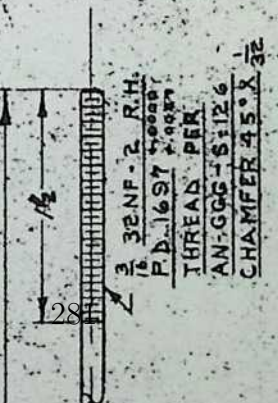
DRAWING No. **CCR-1** PART OR ASSY. No.

DRAWN BY **E. ELLIOT** DATE **2-2-45**

CHECKED BY REVISION DATE

No. PARTS REQUIRED **48** SCHEDULE **4-79** WEIGHT EACH

SPECIFICATIONS
CHROME-MOLY STEEL AN-60-5-184
PHY. COND. 6
SUR. COND. 4



DYNAMIXON DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: **ROD ASSEMBLY - CAGE**

DRAWING No. **CCR-1** PART OR ASSY. No. **A**

DRAWN BY **MENNE** DATE **1-12-46**

CHECKED BY REVISION DATE

No. PARTS REQUIRED **48** SCHEDULE **4-79** WEIGHT EACH

SPECIFICATIONS
STAINLESS STEEL

SCALE - FULL SIZE

DYNAMIXON DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: **CLEVIS - CAGE ROD**

DRAWING No. **CPR-01-00065** PART OR ASSY. No. **CCR-4**

DRAWN BY **MENNE** DATE **1-12-46**

CHECKED BY REVISION DATE

No. PARTS REQUIRED **48** SCHEDULE **4-79** WEIGHT EACH

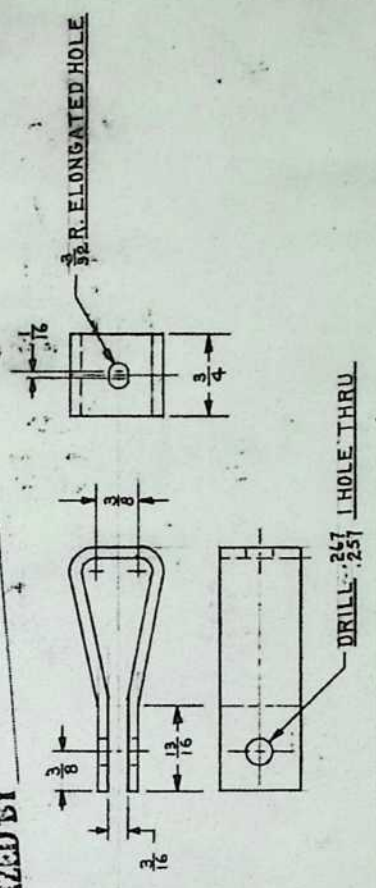
SPECIFICATIONS
CHROME-MOLY STEEL

094 SHEET **3/4 X 4 1/2** LONG CAD. PLATE

DATE **8-38**

BY E.A. NO. **EA-144**

AUTHORIZED BY



DYNAMIXON DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: **ROD ASSEMBLY - CAGE**

DRAWING No. **CCR-1** PART OR ASSY. No. **A**

DRAWN BY **MENNE** DATE **1-12-46**

CHECKED BY REVISION DATE

No. PARTS REQUIRED **48** SCHEDULE **4-79** WEIGHT EACH

SPECIFICATIONS
STAINLESS STEEL

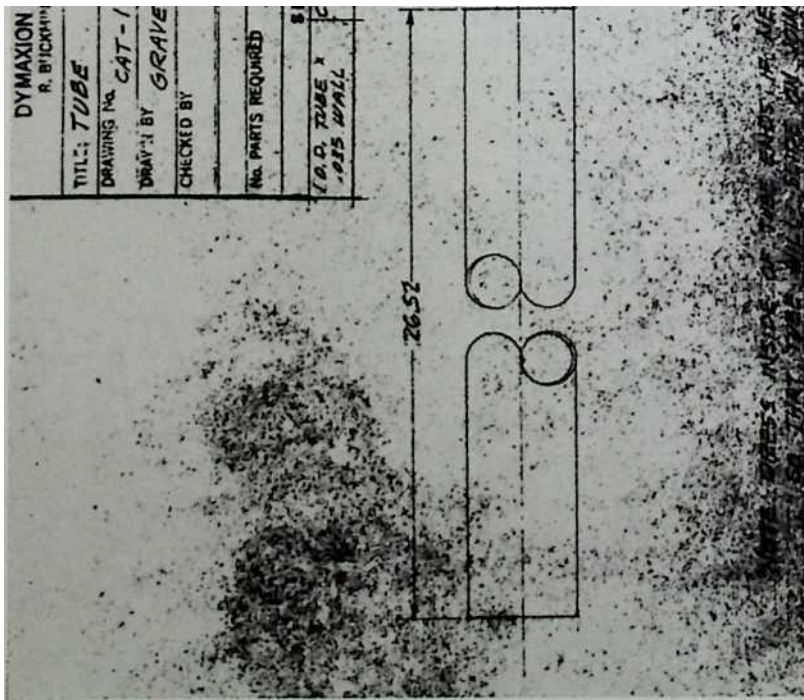
EA-163

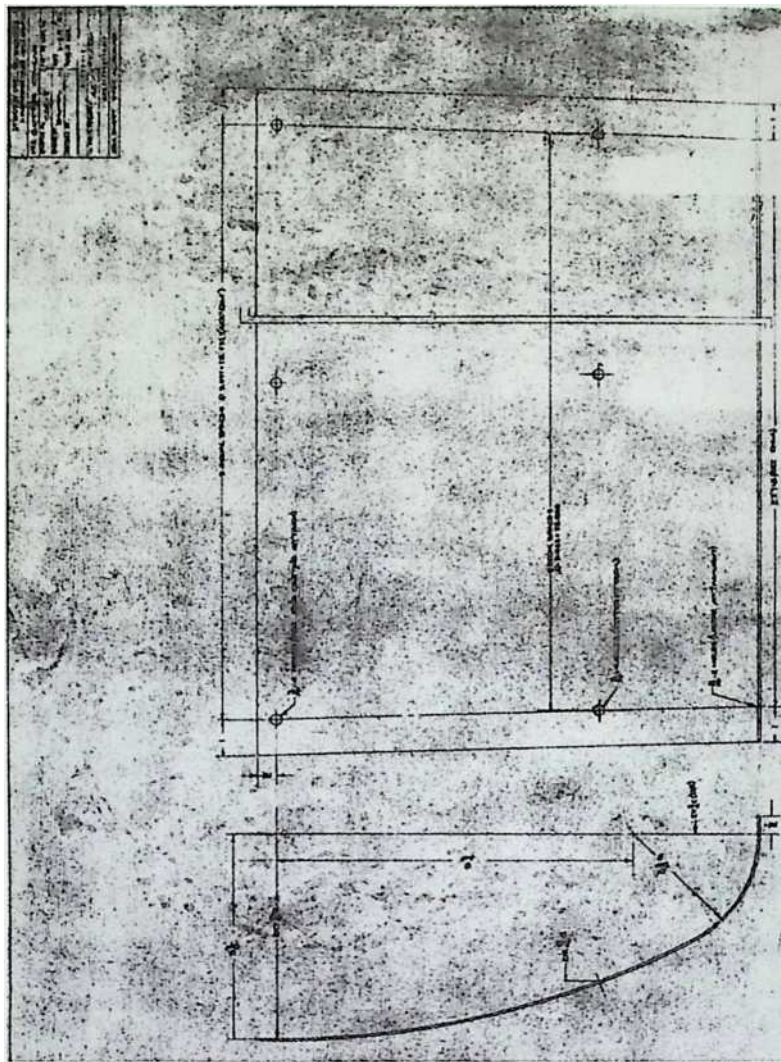
DYNAMAXON SWELLING MACHINES, INC. P. BUCKMINSTER FULLER - CHIEF ENGINEER		PART OR ASSY. NO.	
TITLE: <i>TRBE</i>		DRAWING NO. <i>CBT-1</i>	
DRAWN BY: <i>GRAVES</i>		DATE: <i>2-16-45</i>	
CHECKED BY:		REVISION DATE:	
SCHEDULE		WEIGHT EACH: <i>1.82</i>	
NO. PARTS REQUIRED: <i>45</i>		SPECIFICATIONS:	
TYPE AND TUBE: <i>CRONINGE-MOLY AN-W10-T-850</i>		PIPE WALL: <i>STEEL</i>	
COND. N-TYPE I			

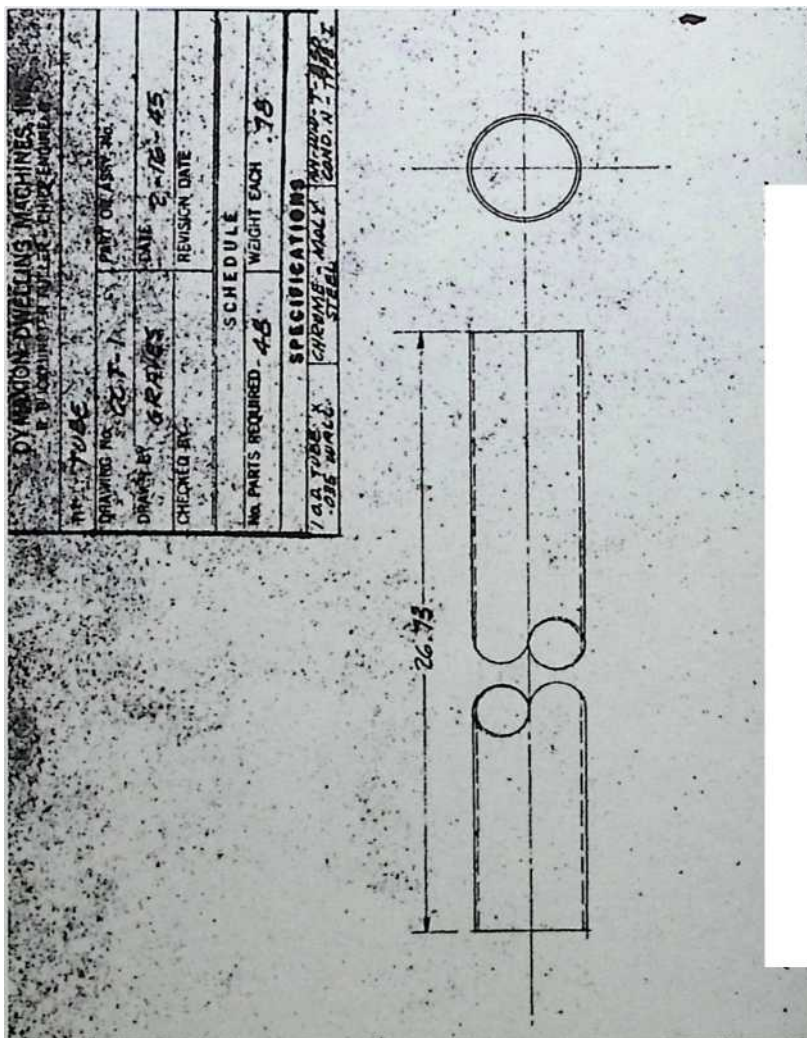
22.14

NOTE: PRESS WELDED TO OTHER ENDS OF NESTS

DWELLING MACHINES, INC. STER FULLER - CHIEF ENGINEER		PART OR ASSY. NO.	
DATE: <i>2-16-45</i>		DRAWING NO. <i>79</i>	
REVISION DATE:		SPECIFICATIONS:	
SCHEDULE		TYPE AND TUBE: <i>AN-W10-T-850</i>	
WEIGHT EACH: <i>.79</i>		PIPE WALL: <i>STEEL</i>	
		COND. N-TYPE I	

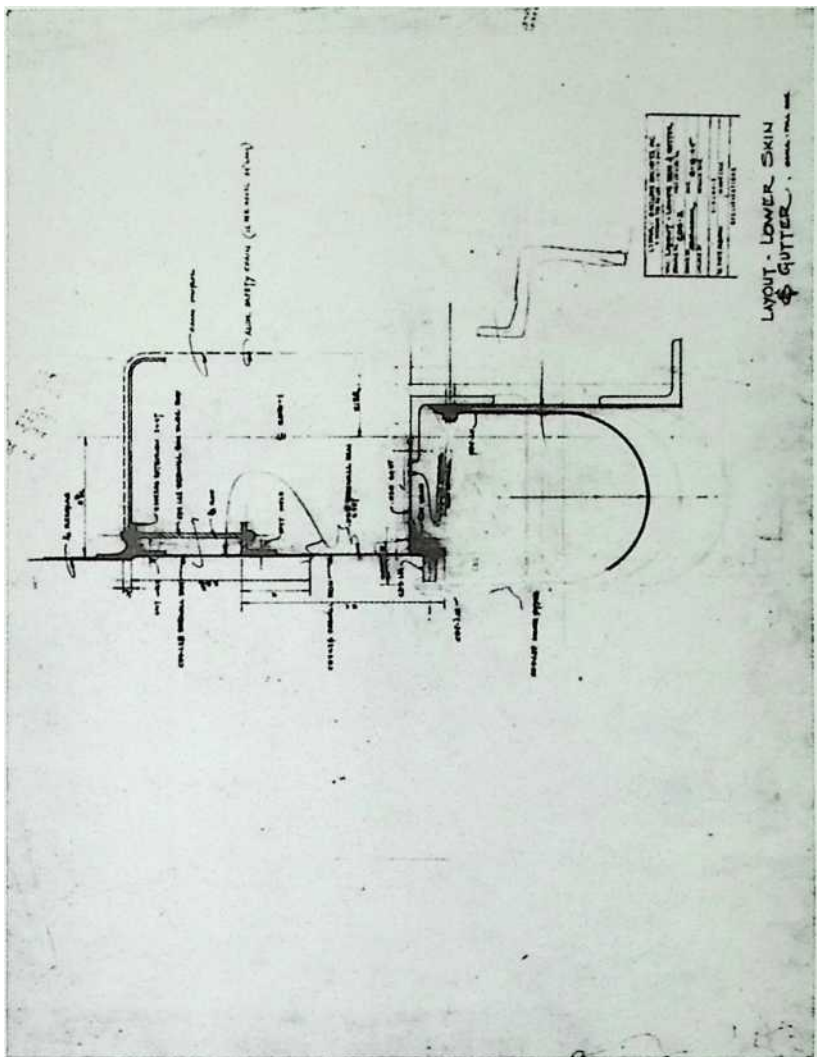






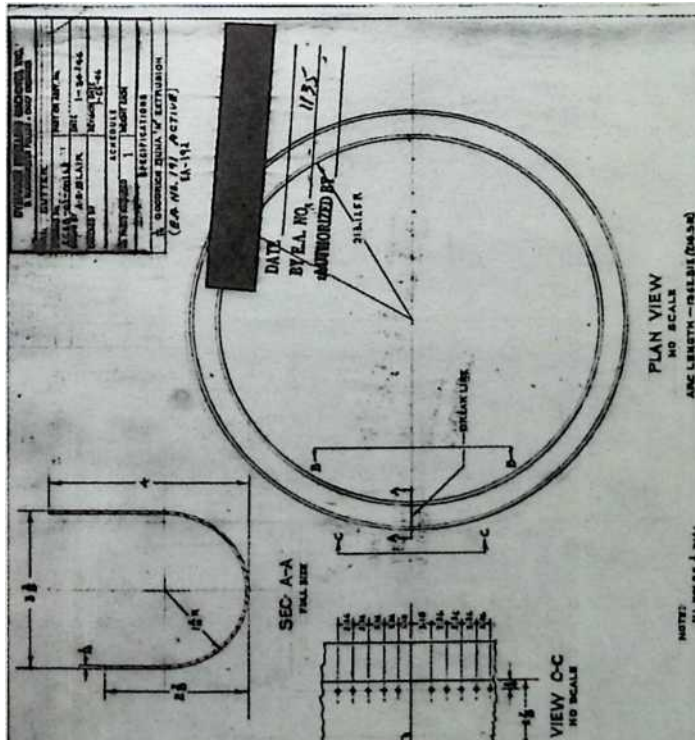
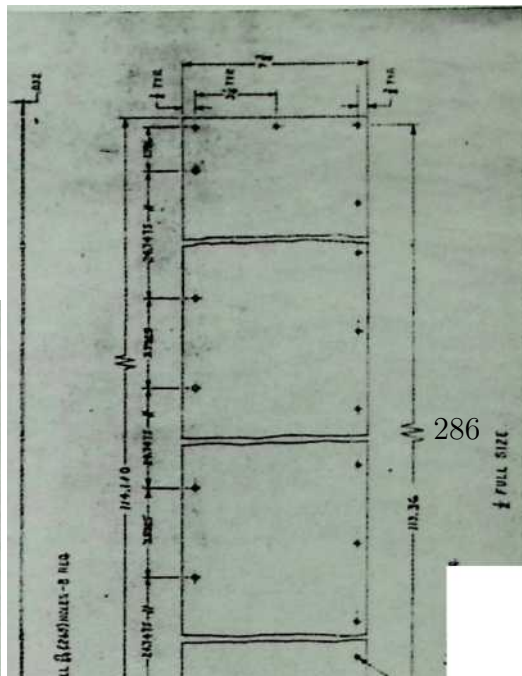
NOTE'. DRESS INSIDE OF TUBE ENDS IF NECESSARY SO THAT $rt > \& \pounds$
KULL SHOE ON Jo/Ur THae.

x«a4(»l>J0*ain-4 irtt

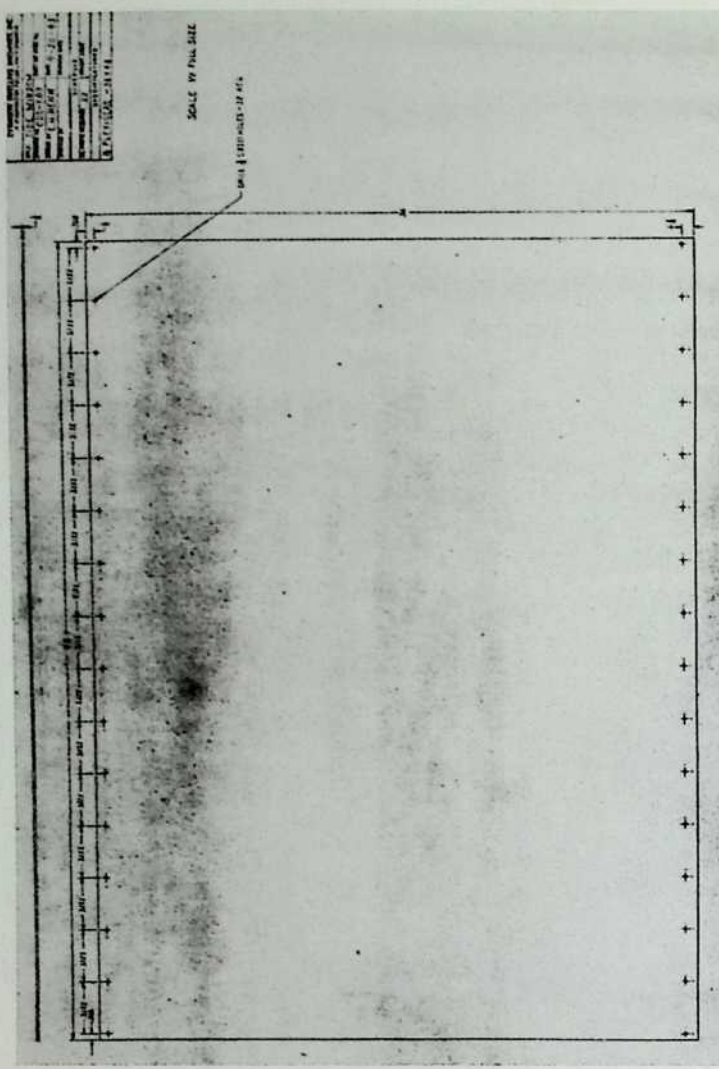


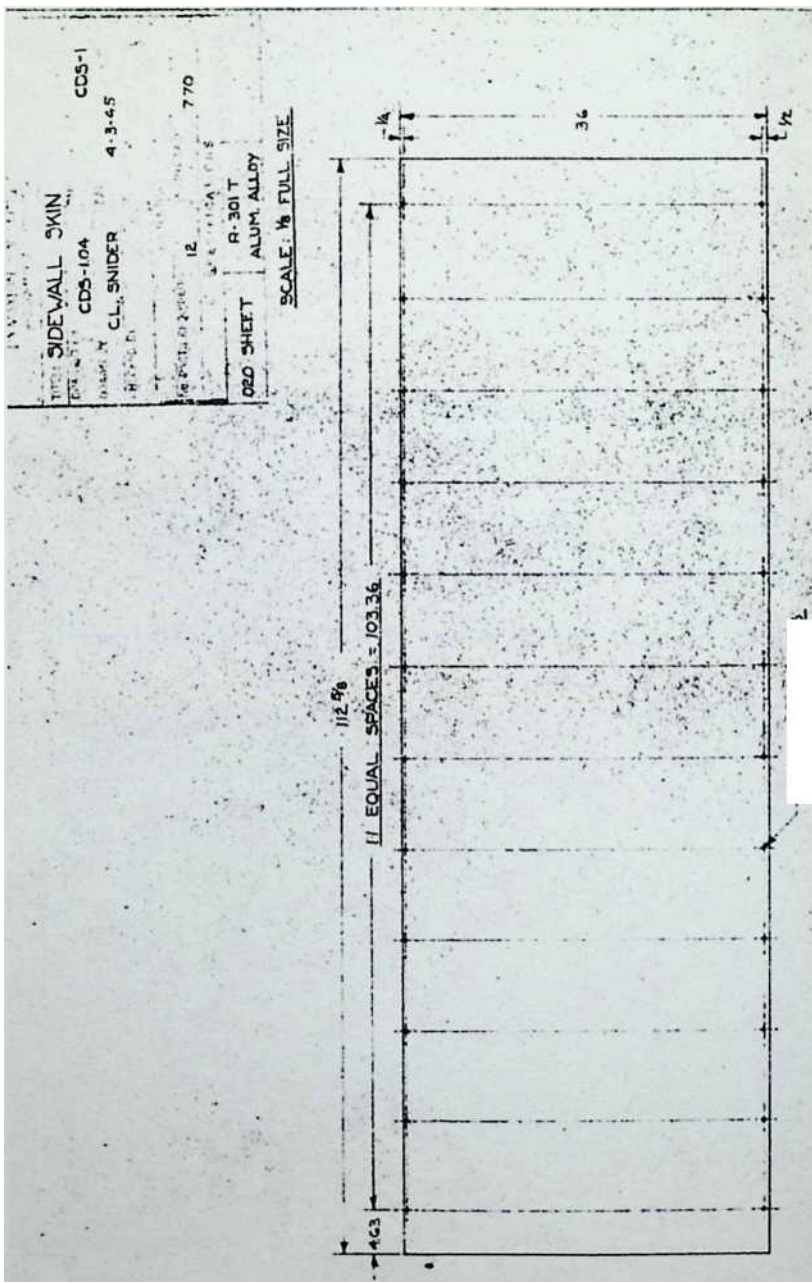
DATE	BY	NO.	BY	NO.
11/25	C. R. RIMM	12	C. R. RIMM	12

OPERATIONAL ENGINEERING WORKSHOP, INC.
 12000 W. 12TH AVE., DENVER, CO. 80202
 TITLE: SIDE SKIN
 PROJECT: CDS-1-01
 DRAWN BY: C. R. RIMM
 CHECKED BY: C. R. RIMM
 DATE: 11/25/45
 NO. OF SHEETS: 12
 SHEET NO.: 12



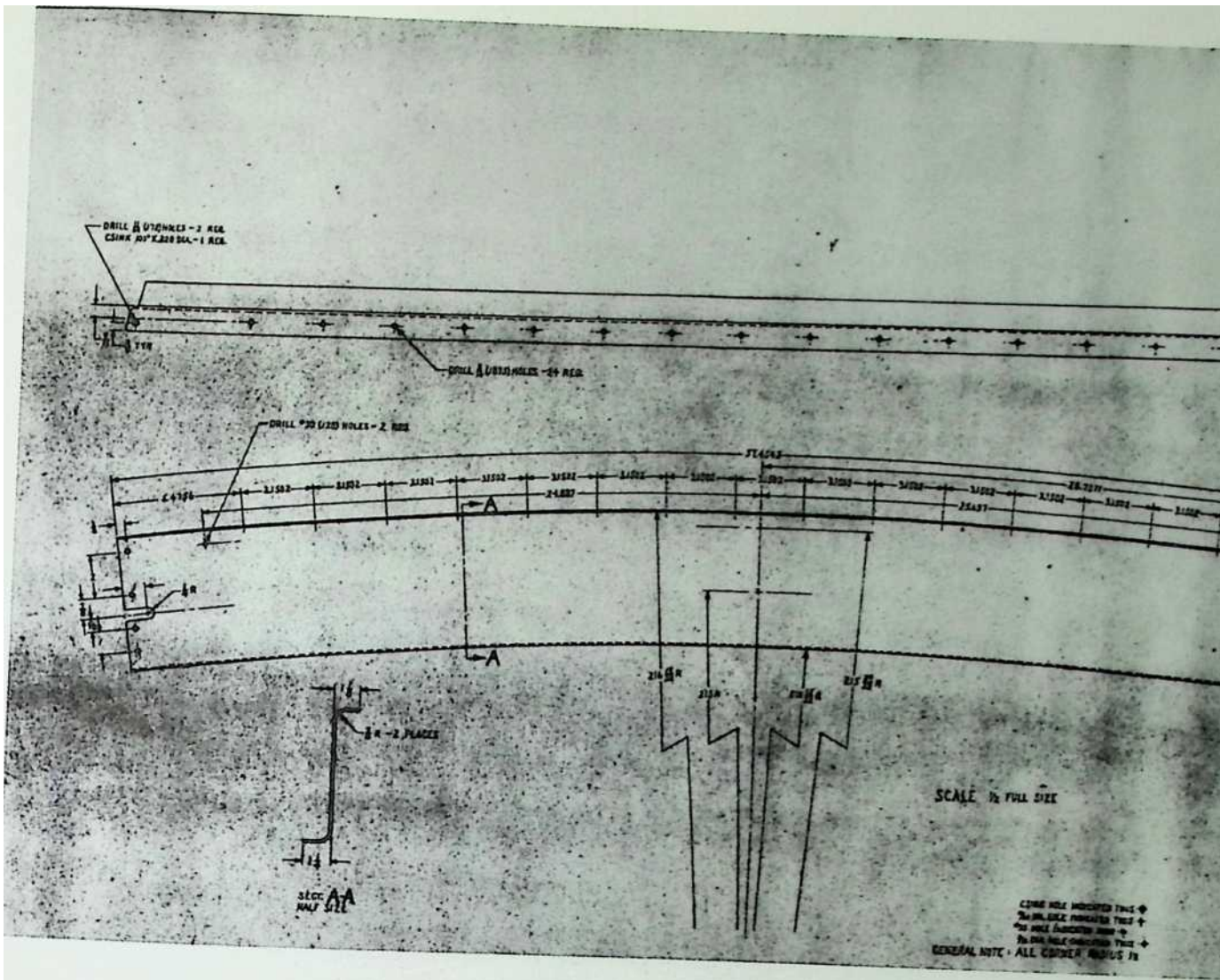
DYNAMIXON DWELLING MACHINES, INC. R. BUCKHUNTER FULLER - CHIEF ENGINEER		PART OR ASSY. NO. CDS-1
DRAWING NO. CDS-102	DATE 4-5-45	REVISION DATE
DRAWN BY C. L. SNIDER	SCHEDULE	WEIGHT EACH 2.75
CHECKED BY	PARTS REQUIRED 12	SPECIFICATIONS





DRILL 3.4 MOLES

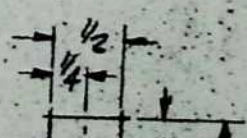
I BI



DYNAMON DWELLING MACHINES, INC.
 R. BECKWITH, CHIEF ENGINEER

KIT: CLIP	
DRAWING No. COS-105	PART OR ASSY. No.
DRAWN BY: GRAVES	DATE: 4-4-45
CHECKED BY:	REVISION DATE:
SCHEDULE	
No. PARTS REQUIRED: 144	WEIGHT EACH: .01
SPECIFICATIONS	
.064 SHEET OR STRIP $\frac{1}{2}$ X $\frac{3}{8}$	24 STAL ALCCAD
MU-A-13 COND. T.	

289



TRANSPARENT SIDEWALL SKIN
 CDS-106 CDS-1
 CL SNIDER 4-3-43
 12-108

TRANSPARENT PLASTIC SHEET	PLASTIC	ARMY DA-MEDIA
---------------------------	---------	---------------

PLAN VIEW
A FULL SIZE

NOTE: A 1/2" STRIP
TO BE GIRD TO THE
36 X 36 SHEET AS SHOWN

SECTION A-A
FULL SIZE

FRONT VIEW
TRANSPARENT PLASTIC

108

108

FRONT VIEW
TRANSPARENT PLASTIC

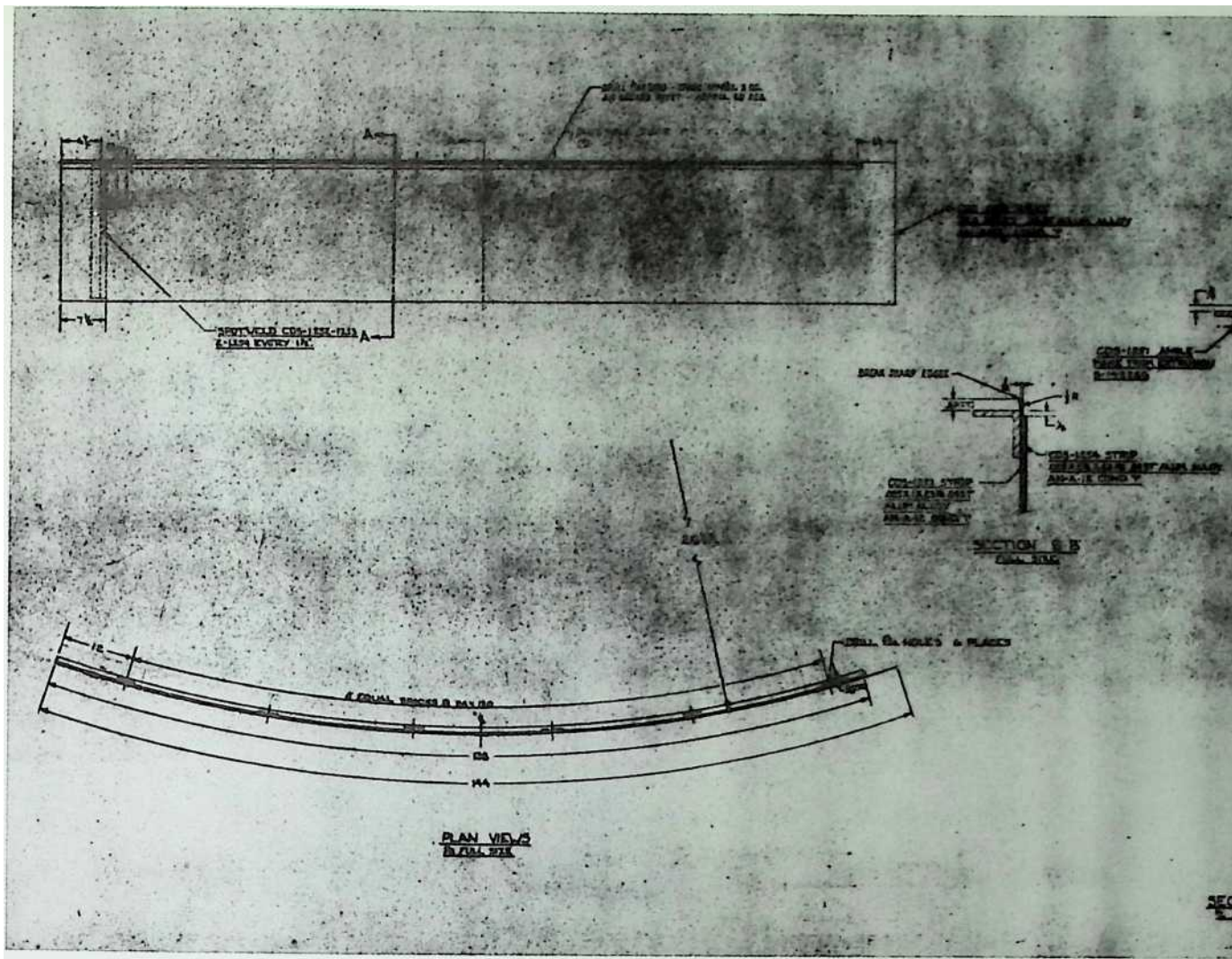
108

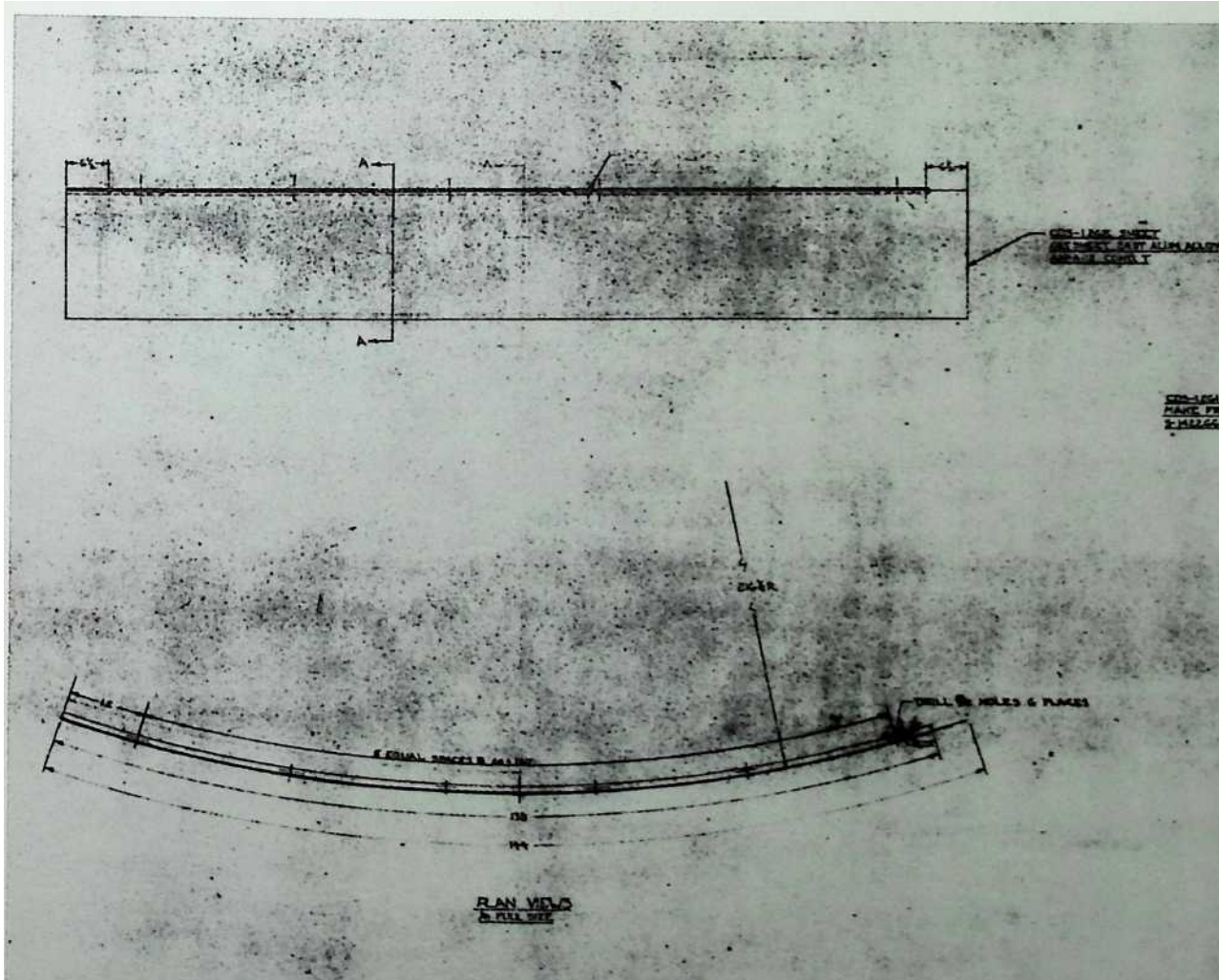
108

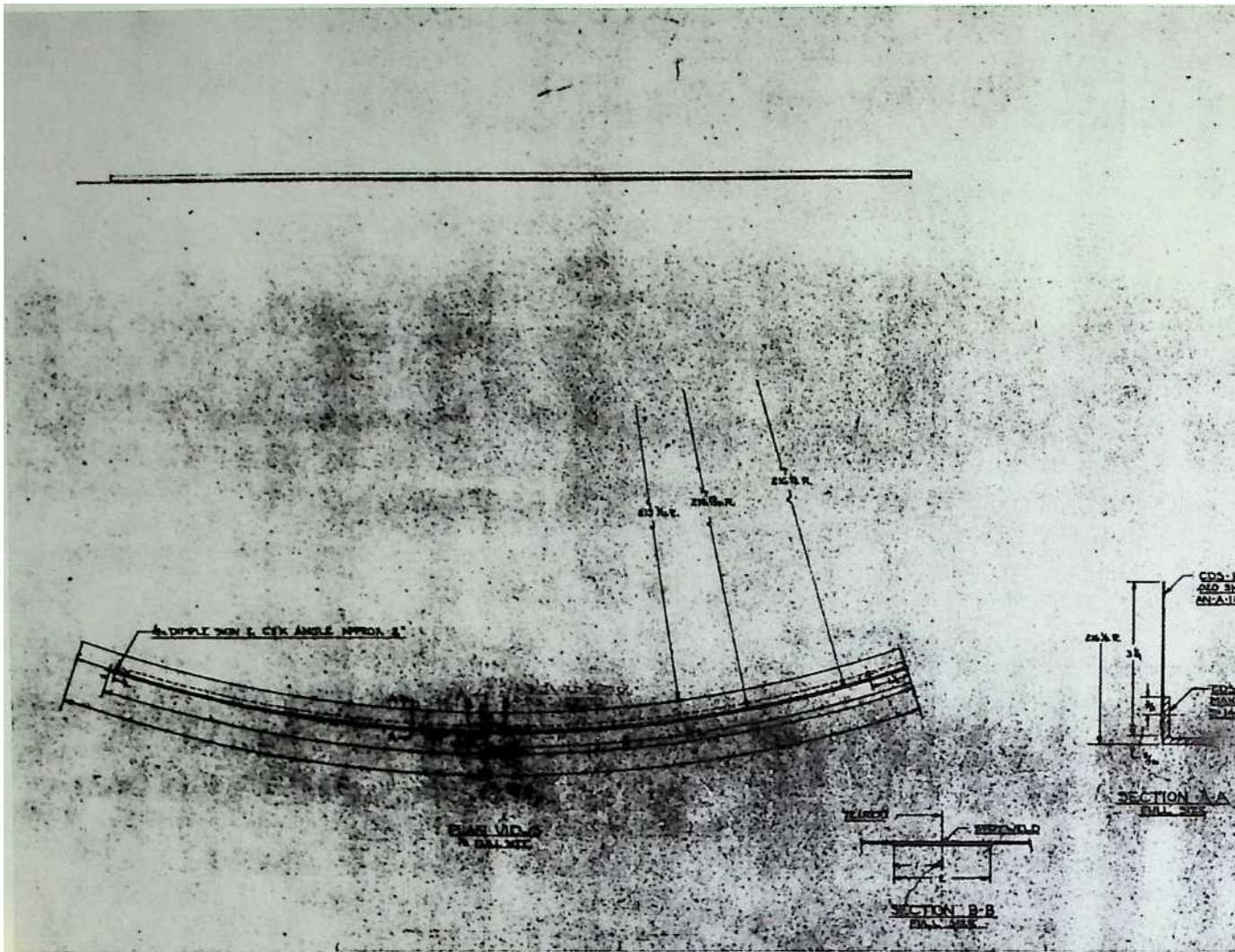
290

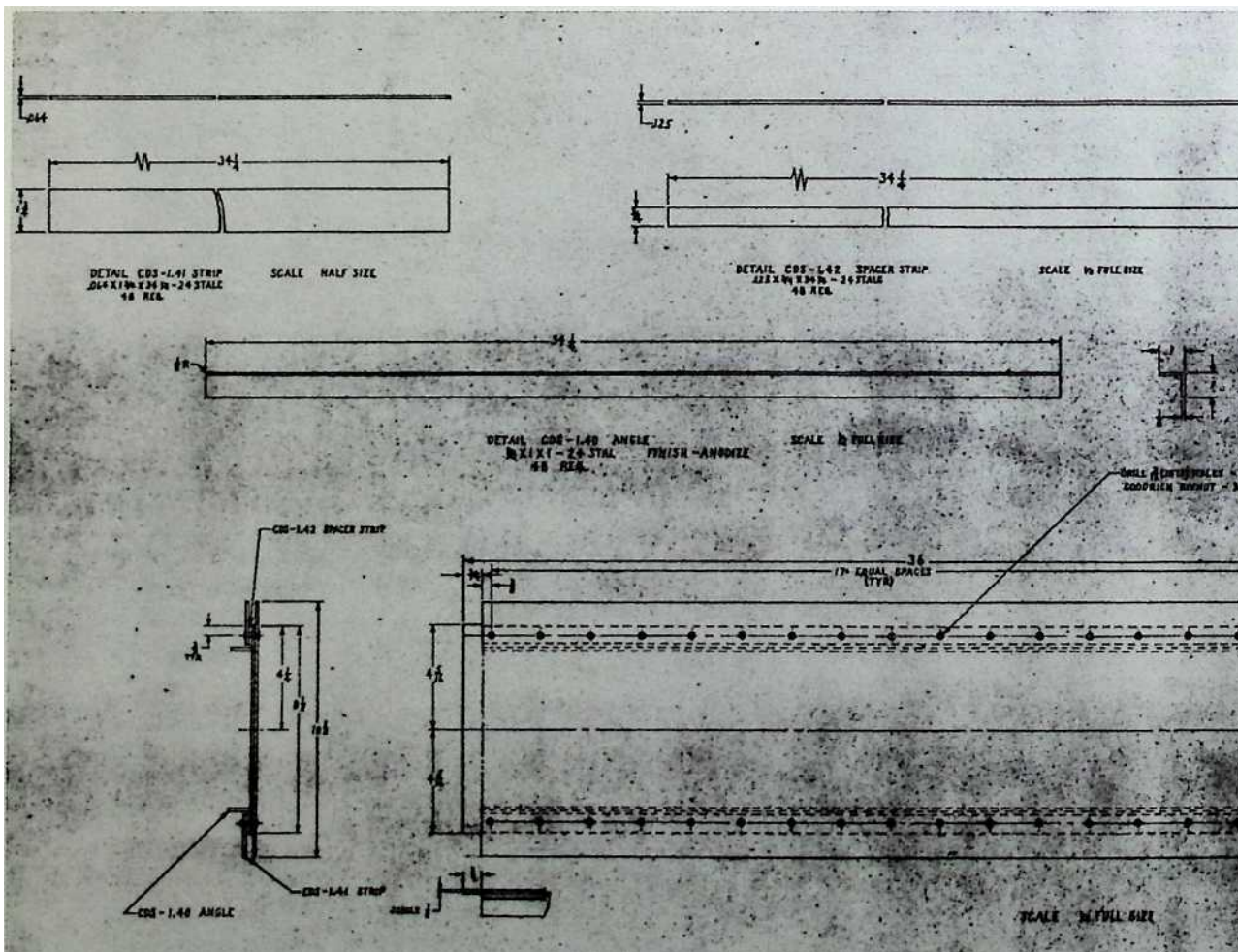
36

35

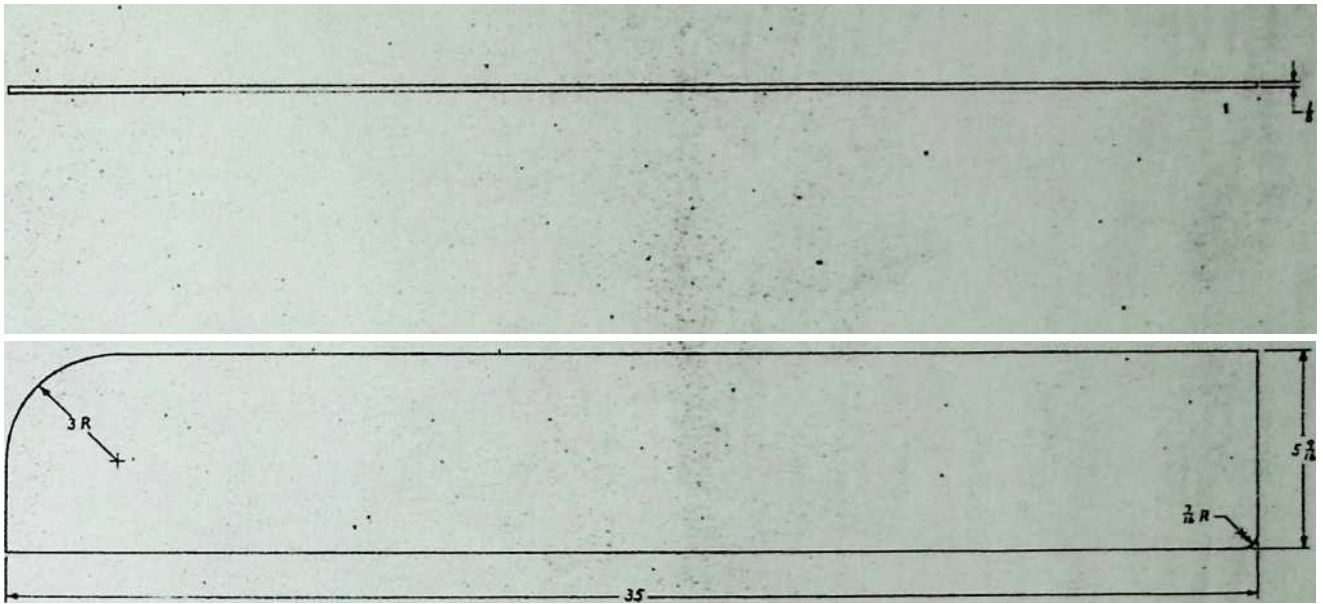








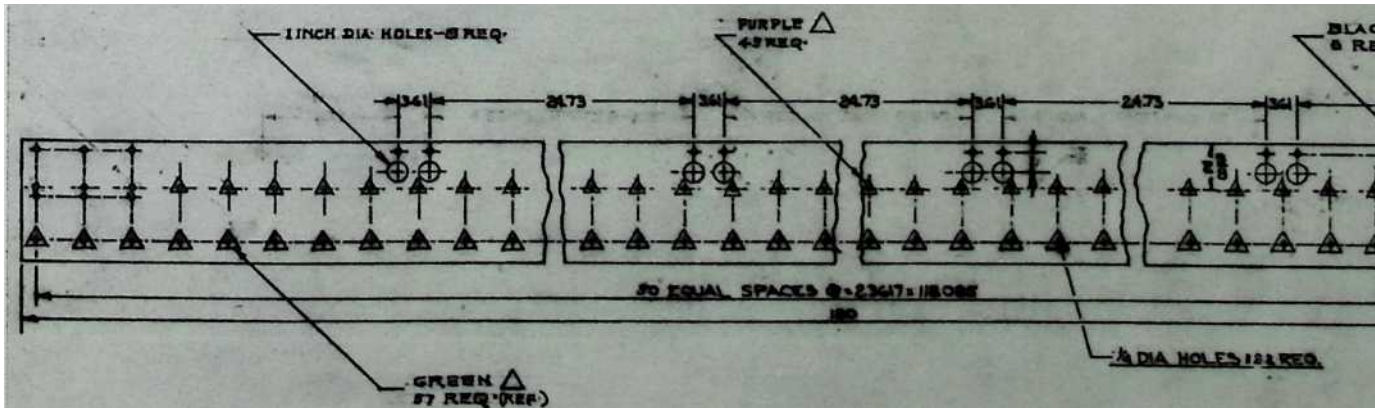
CYMATON DWELLING MACHINES, INC. 18 1/2 CROWN TOWER BLDG - CHICAGO, ILL.	
TITLE WALL BOX SIDE	
DESIGNED BY CDS-1.44	PART OR ADD' L
DRAWN BY E.H.RENN	DATE 9-25-45
CHECKED BY	REVISION DATE
SCHEDULE	
NET WT. REQUIRED 4.8	WEIGHT EACH .58
SPECIFICATIONS	
3/8 X 5/8 X 3/8 MAHOGANY PLYWOOD	



SCALE W FULL SIZE

DYNACON DWELLING MACHINES, INC. E. BUCKMASTER FULLER - CHIEF ENGINEER	
SPS. E.O.	DRG. NO. 01-60086-01
DRG. NO. 01-60086-01	REV. OR ASBY. NO.
DRG. NO. 01-60086-01	DATE 12-17-45
DRG. NO. 01-60086-01	REVISION DATE 1-25-46
DRG. NO. 01-60086-01	BY C.L. SNIDER
SCHEDULE	
NO. PARTS REQUIRED 11	WEIGHT EACH
SPECIFICATIONS	
EST. ALUM. AN-A-12	COND. T
ALLOY	
CLEAR FINISH	
SCALE: 1/4" FULL SIZE	
E.A. NO. 191 ACTIVE	

BY E.A. NO. _____
AUTHORIZED BY _____



BY LA. 1'0.

klOTC- THI* ' W»kKT -rtMILAt T» CDS-04-**00006**

SC/ALE-FULL SIZE

DATE _____
 BY E.A. NO. 1125
 AUTHORIZED BY _____

DYMAXION DWELLING MACHINES, INC.
 R. BUCKMINSTER FULLER - CHIEF ENGINEER

CDS-2.72
TITLE: SLIDE ROD - OUTER SKIN

DRAWING No. CDS-01-00066	PART OR ASSY. No.
DRAWN BY CLSNIDER	DATE 8-23-45
CHECKED BY	REVISION DATE 1-23-46

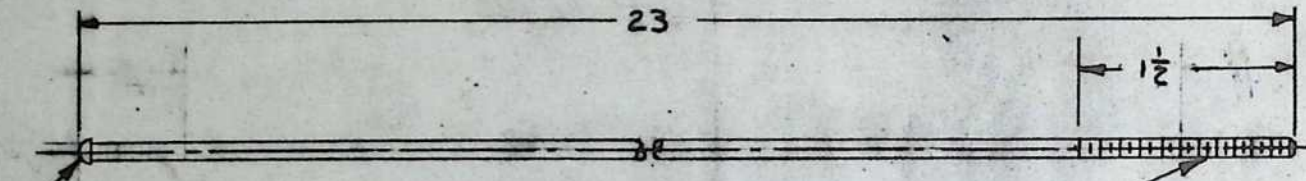
SCHEDULE

No. PARTS REQUIRED 40	WEIGHT EACH
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SPECIFICATIONS

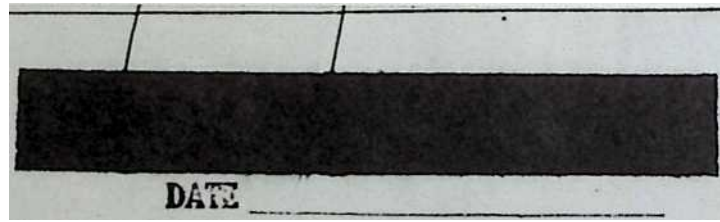
1/8 DIA. ROD	CHROME-MOLY STEEL	AN-QQ-S-11 PHY. COND. D SUR.COND. 4
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EA-185



UPSET - 3/32"
 5-40NF-2 R.H.
 P.D. .1218 ±.0008
 THREAD PER
 AN-GGG-S-126
 CHAMFER 45° x 1/32"

SCALE: FULL SIZE



DATE _____

EA-2243

DYMAXION DWELLING MACHINES, INC.
 R. BUCKMINSTER FULLER - CHIEF ENGINEER

CDS-2.72
TITLE: MOLDING - SHORT WINDOW

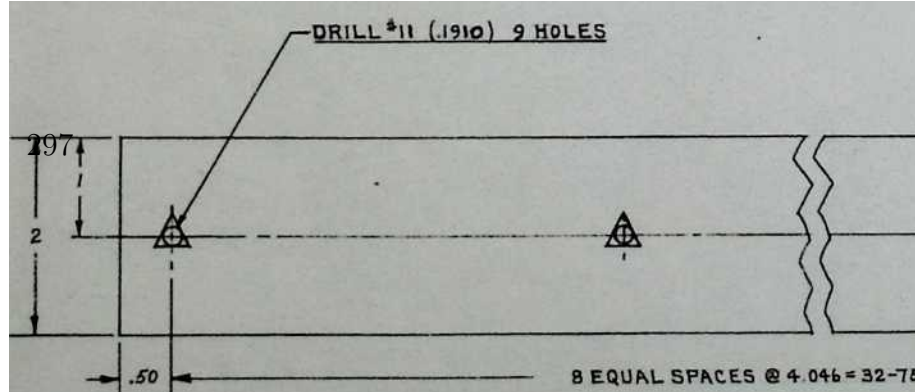
DRAWING No. CDS-01-00066 (er)	PART OR ASSY. No.
DRAWN BY MENNE	DATE 1-14-46
CHECKED BY	REVISION DATE

REPLACES CDS-257 SCHEDULE

No. PARTS REQUIRED 32	WEIGHT EACH
--------------------------	-------------

SPECIFICATIONS

MSA CRISTALALCLAD	CLEAR L
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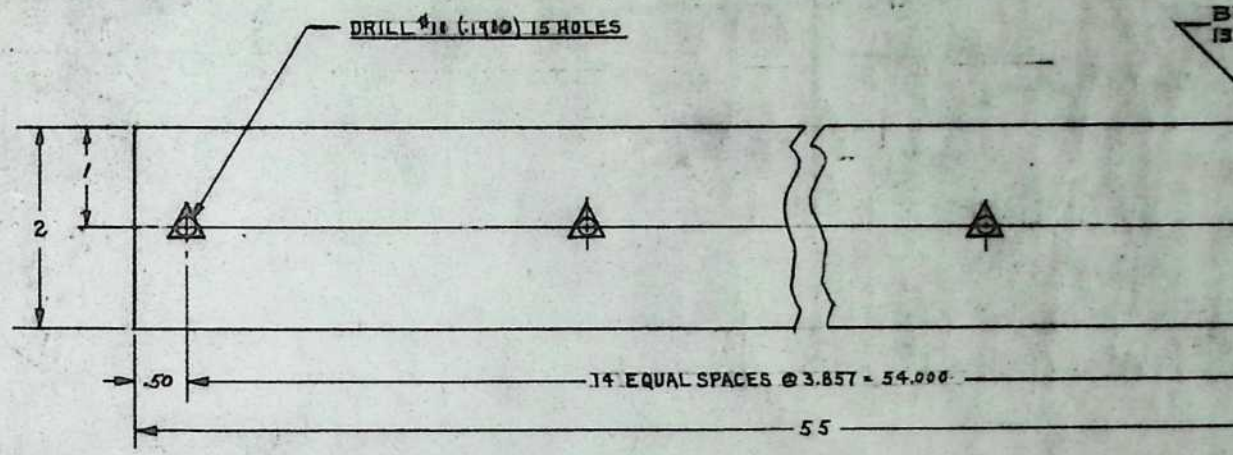


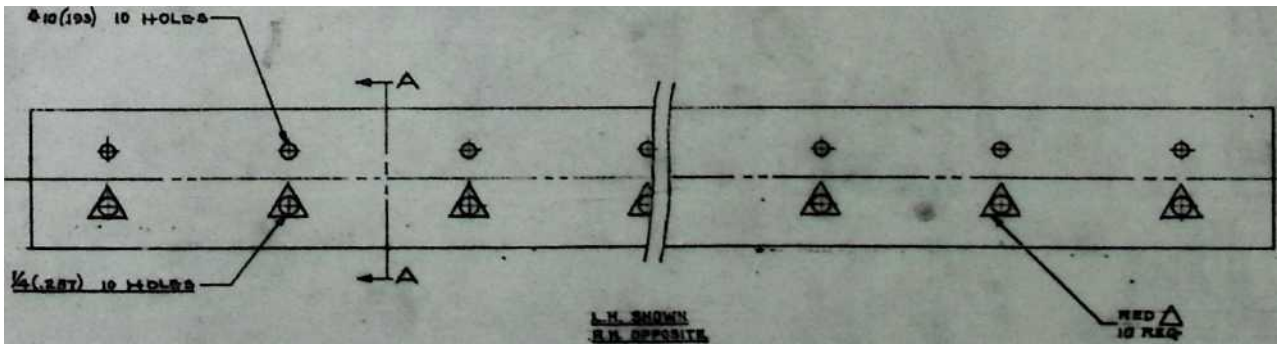
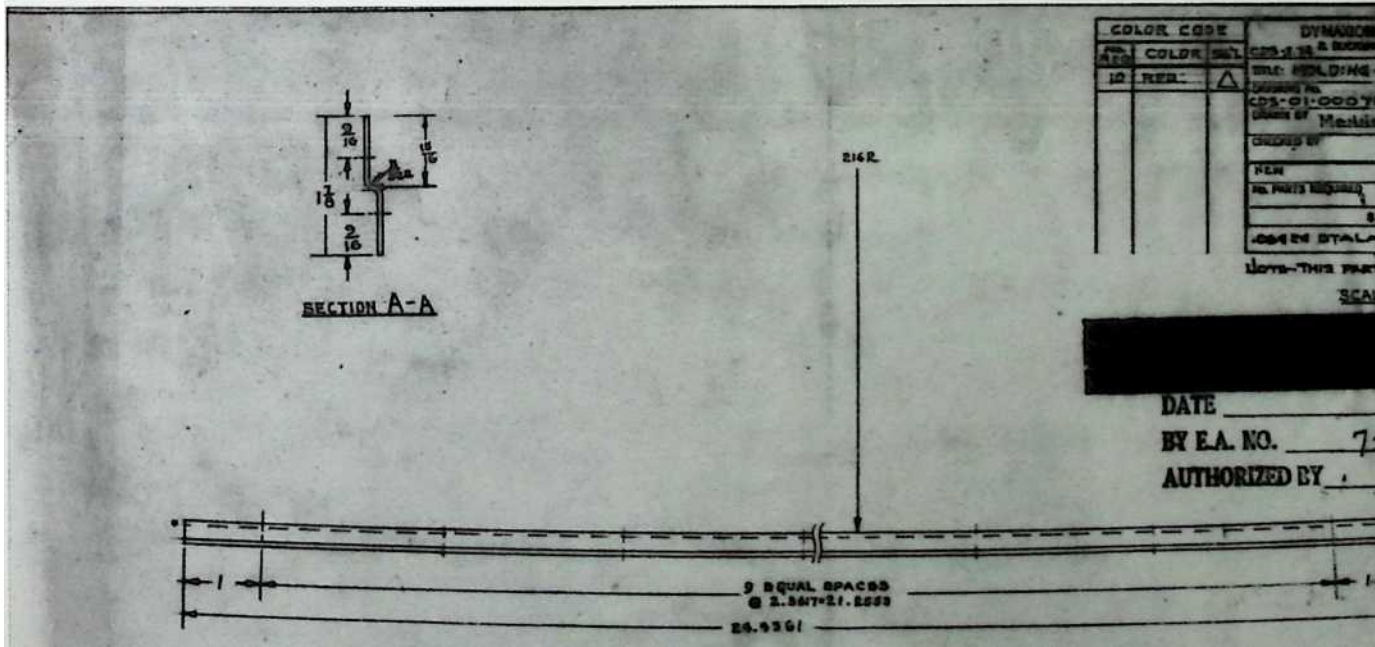


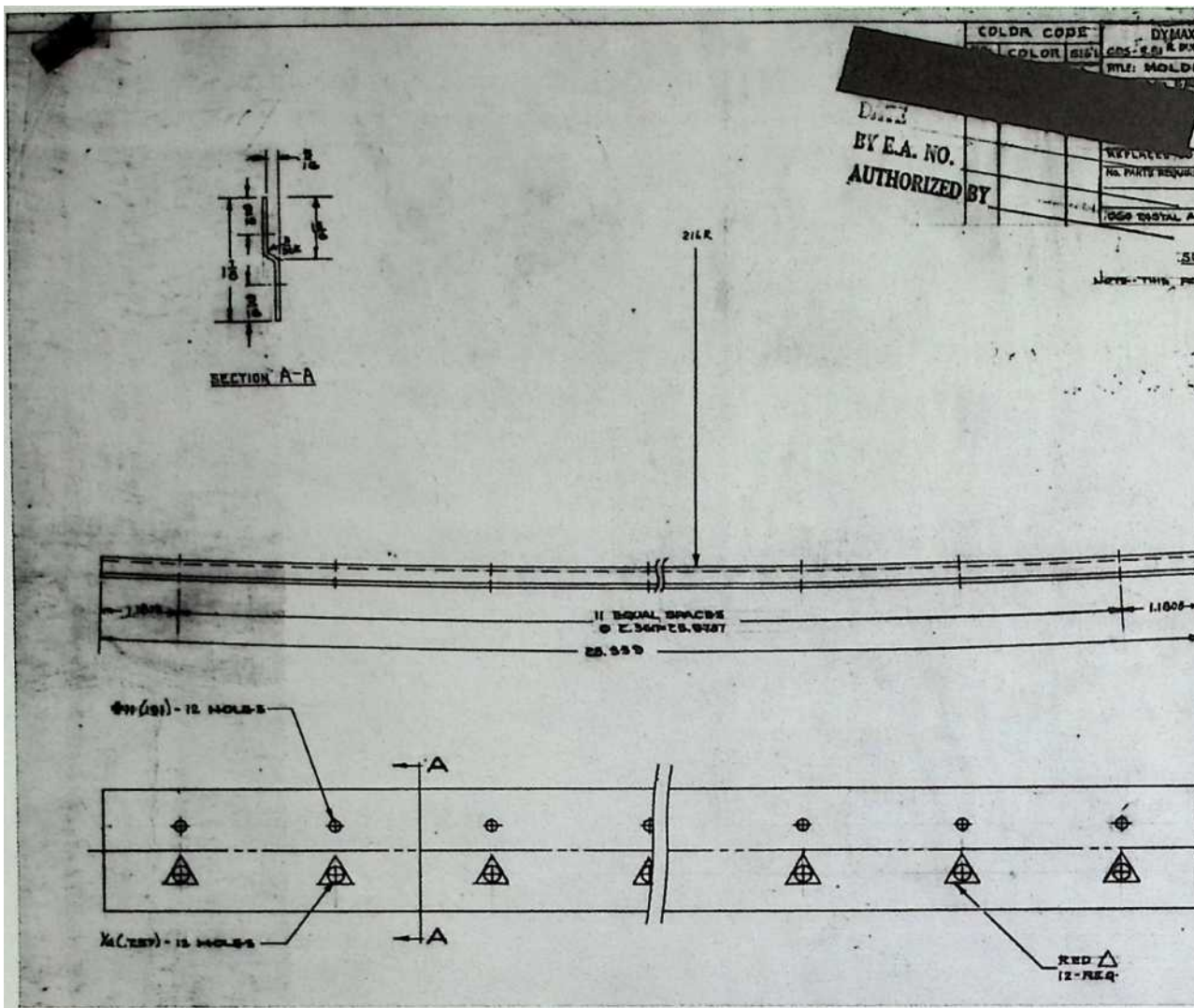
DATE _____
BY E.A. NO. 1127
AUTHORIZED BY _____

COLOR CODE		
NO. REQ.	COLOR	SIG.
15	BLUE	△

CD5-2.66
FILE: ESOL
DRAWING No. CD5-01-0
DRAWN BY M
CHECKED BY
REPLACES
NO. PARTS REQ
REV 28 ST





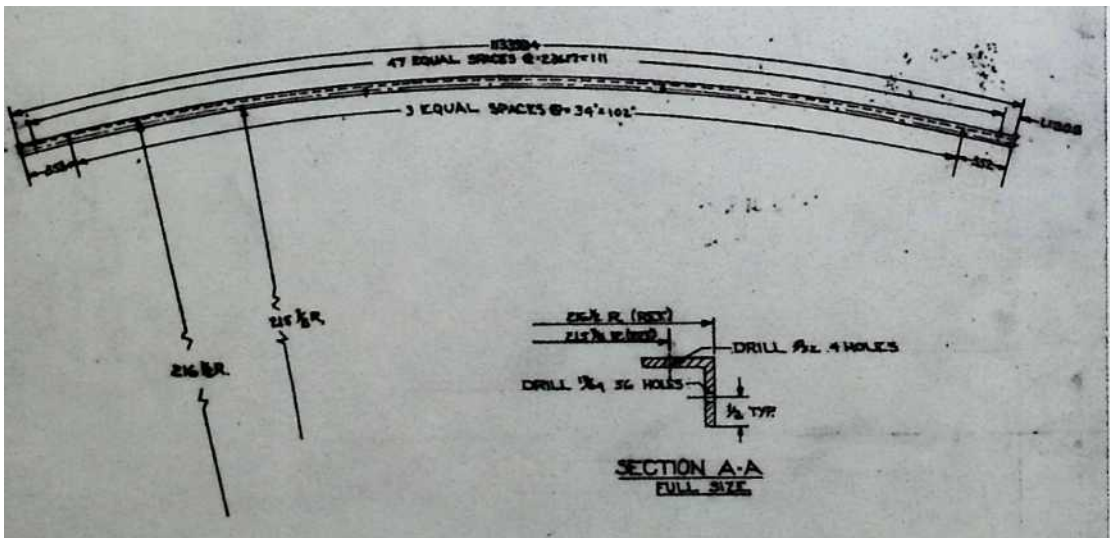


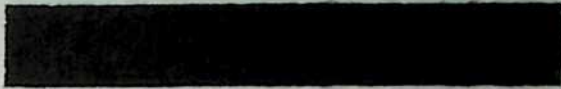
DATE				
BY E.A. NO.				
AUTHORIZED BY				

DATE _____ BY E.A. NO. _____ AUTHORIZED BY _____		DYNAMON DRILLING MACHINES, INC. A BRIDGMAN FULLER - CHIEF ENGINEER TITLE: ANGLE SKIN STIFFENER DRAWING NO. CDS-01-00077 DESIGNED BY CLINER DATE 10-10-45 CHECKED BY _____ REVISION DATE 12-18-46 SCHEDULE _____ NO. PARTS REQUIRED 32 WEIGHT EACH _____
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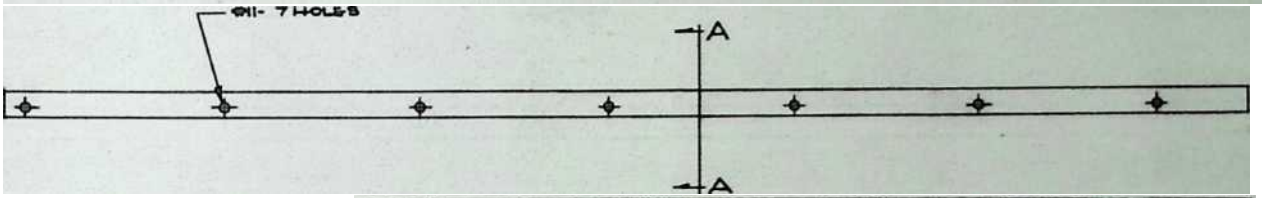
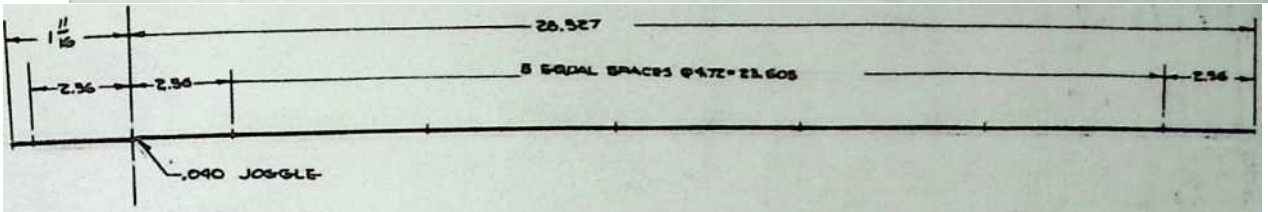
tPEC.I FIC AT <OW8

MAKE FROM OM CATff





DATE _____
 BY E.A. NO. 1128
 AUTHORIZED BY _____

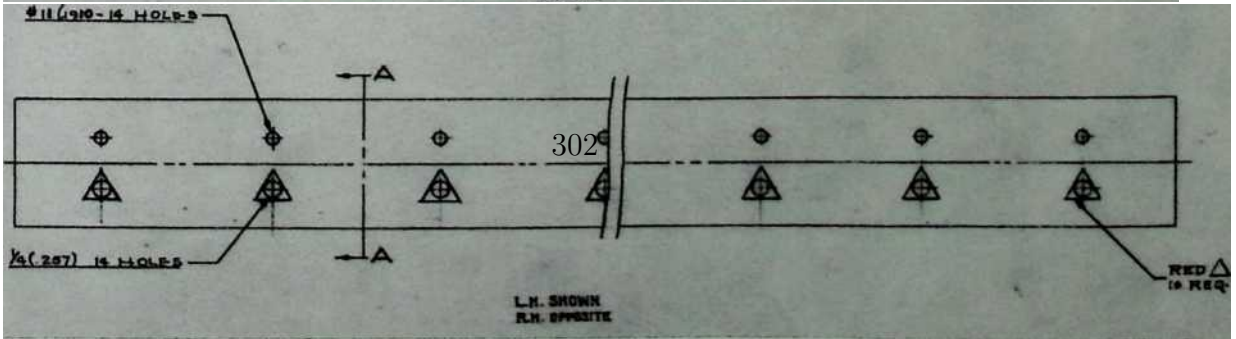
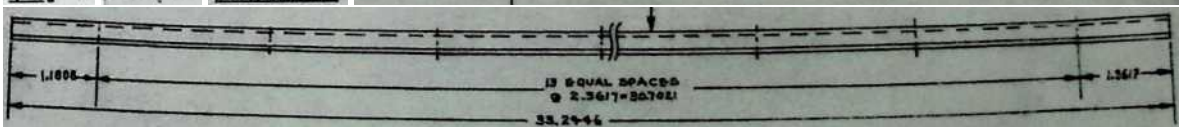
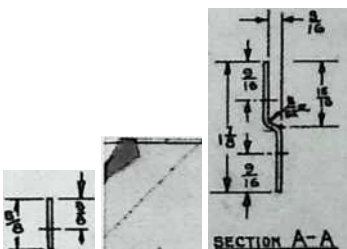


216R

COLOR CODE		DYNASON DWELLING MACHINES, INC.	
NO.	COLOR	DESIGN NO.	PART OR ASSY. NO.
14	RED	CPB-Q1-00000 (S)	A
		DESIGNED BY: MENNC	DATE: 1-12-44
		CHANGED BY:	REVISION NO.:
		RELATES TO SCHEDULE	
		NO. PARTS REQUIRED: 1 L.A. HEIGHT EACH	
		SPECIFICATIONS	
		CPB 2037M LAGLAD	CLERA LAGLAD

NOTE - THIS PART SHALL TO CPB-Q1-00000 (S)
 SCALE FULL SIZE

DATE _____
 BY E.A. NO. 731
 AUTHORIZED BY _____



L.H. SHOWN
 R.H. OPPOSITE

| COLOR CODE | DYrJUOotl tMEUINS MACHINES. IKC color |sji-
JgM»a.fl<, * • cuaLH_,' rr.uw-cicf t mmu*

Eafn'»-jraV

BIZSFlgate

EBESwyreriV

S-i'XiWG Ra .DS40l-OQOai ...

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ta. e*#nS M.vwto | ypsxT uch

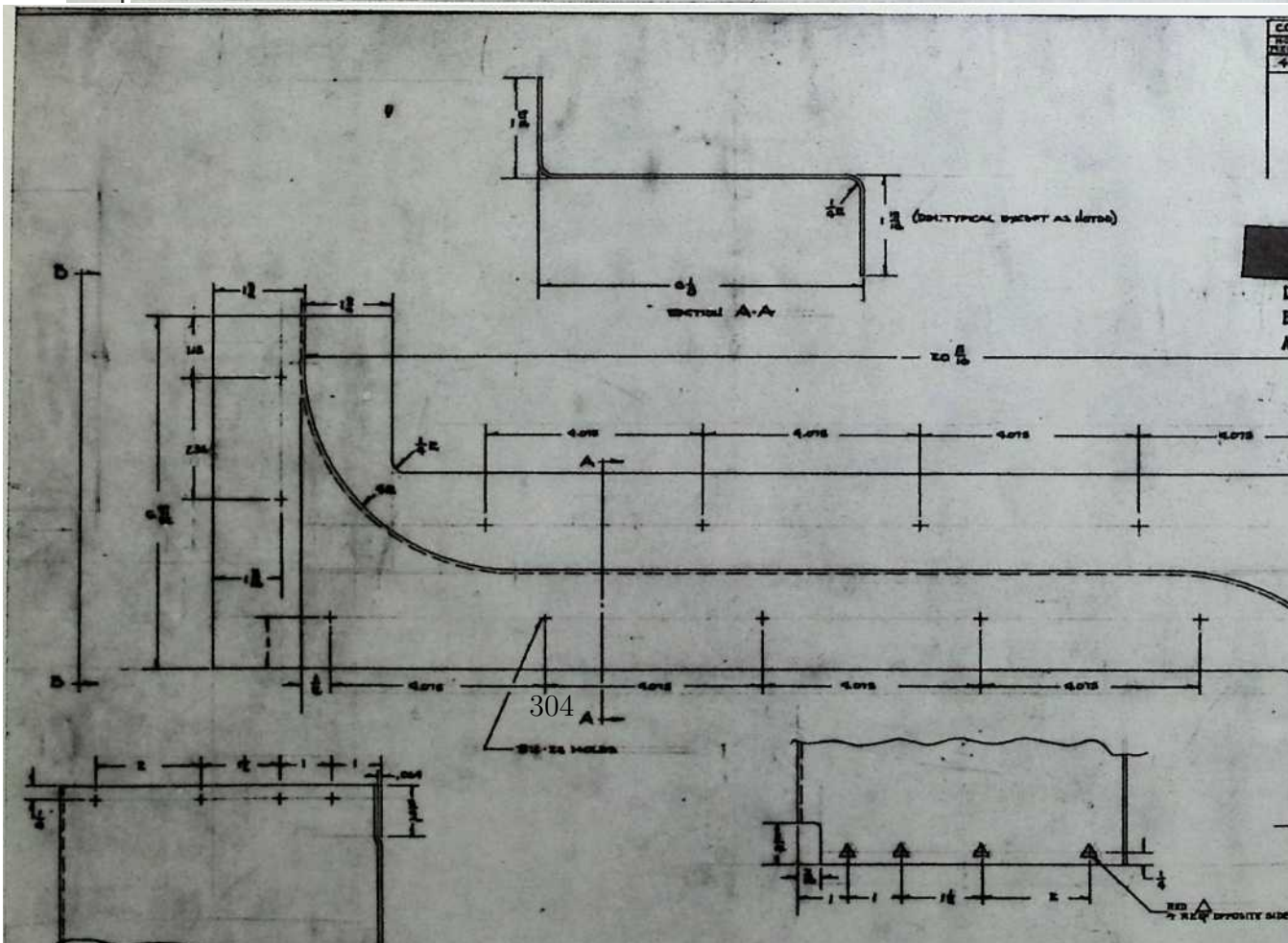
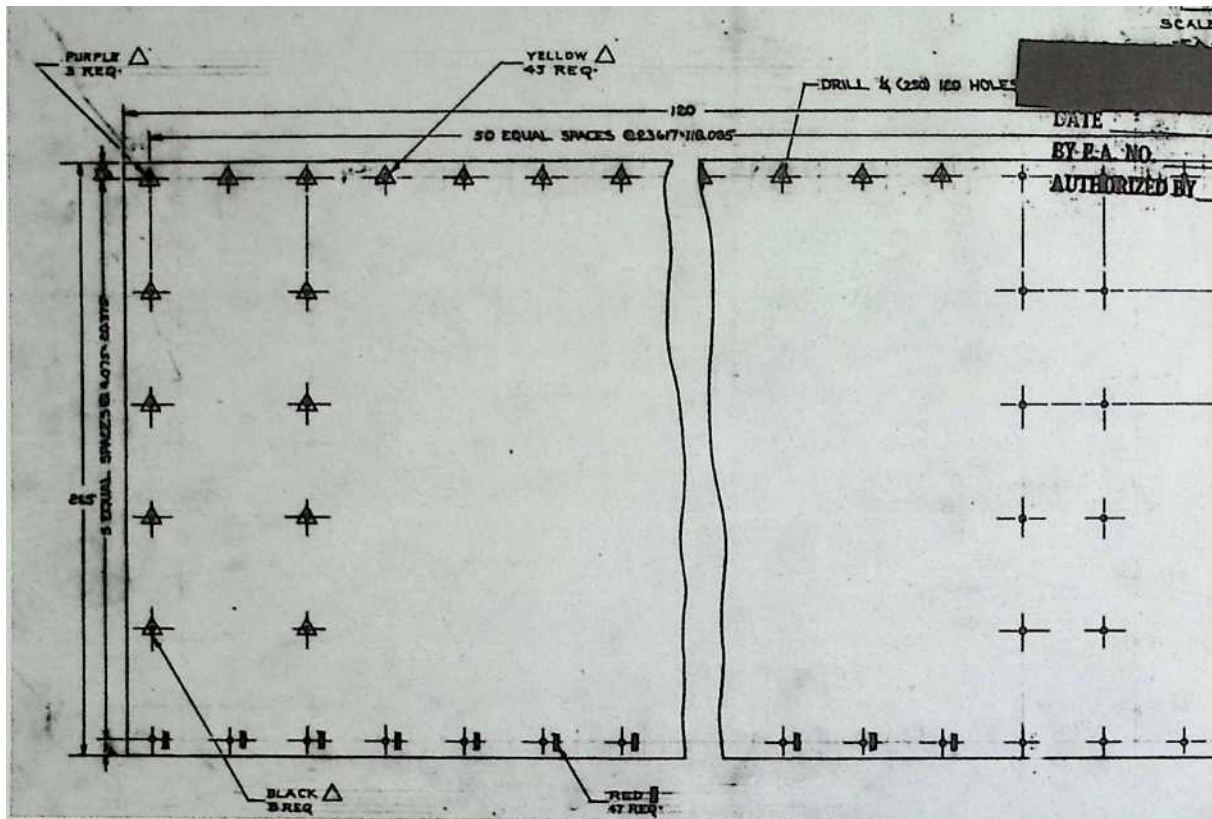
-O2S SHEET

SA ST ALUW.

Auuoy

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DATE BY! A. NO: AtfffiKOBT

MU: GUIDE. -L.SUPE *K1IW

3£OKOO&97

•JAMWBT evSMDTK

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SPECIFICATIONS

?MT OR ASSY. NA

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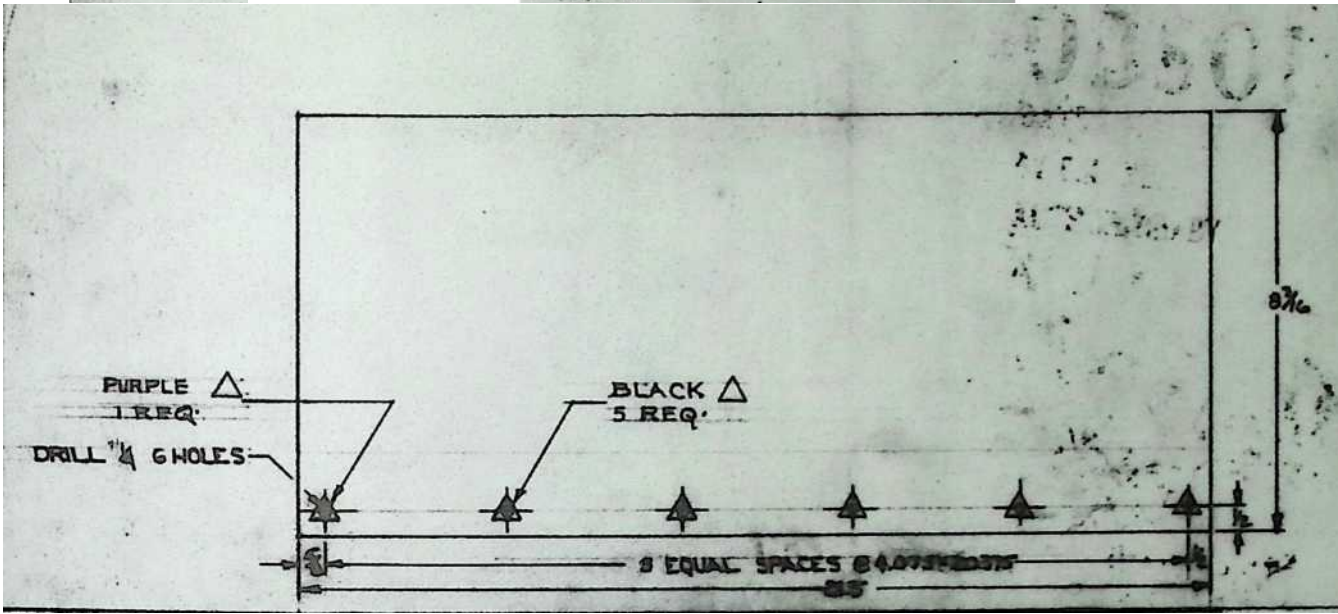
«V4»M OAIE

tWIMXJON DWELLING MMHiWE?, IWC. auoNM cter ruoa» - ch -j ihohcs

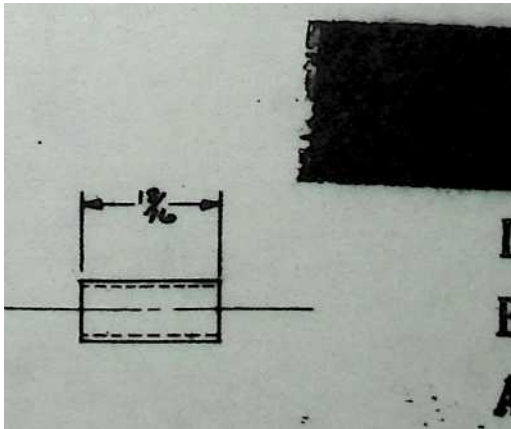
ALLOY CLUKLIiWK

SCALE | FULL BIZH EA-M

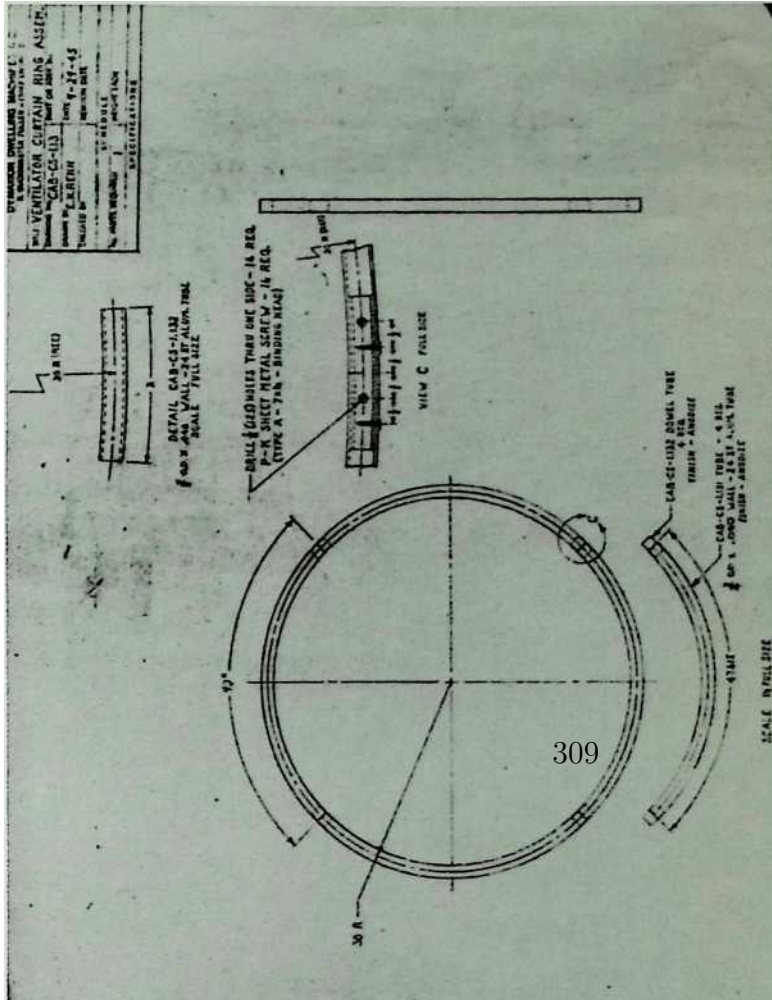
1133



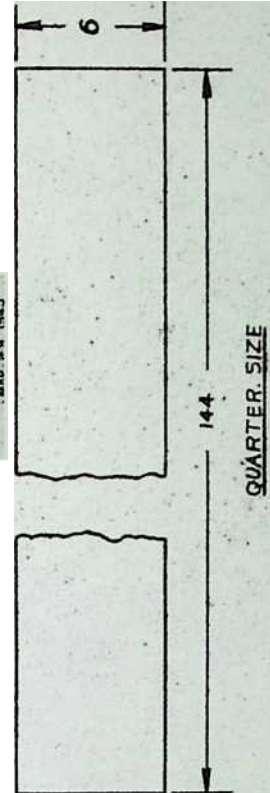
DYMAXION DWELLING MACHINES, INC.	
R. BUCKMINSTER FULLER - CHIEF ENGINEER	
CDS-1.14	
TITLE: SPACER	
DRAWING No.	PART OR ASSY. No.
CDS-01-00145	
DRAWN BY	DATE
CL SNIDER	10-9-45
CHECKED BY	REVISION DATE
SCHEDULE	
No. PARTS REQUIRED	WEIGHT EACH
198	
SPECIFICATIONS	
3/8 OD TUBE	
.032 WALL	



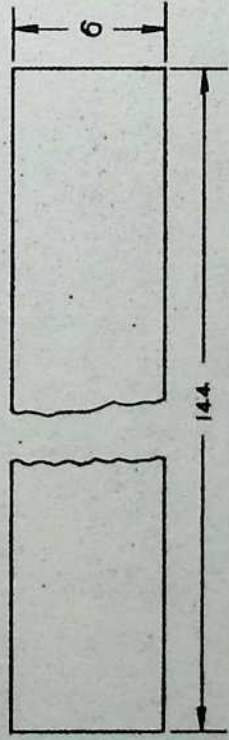
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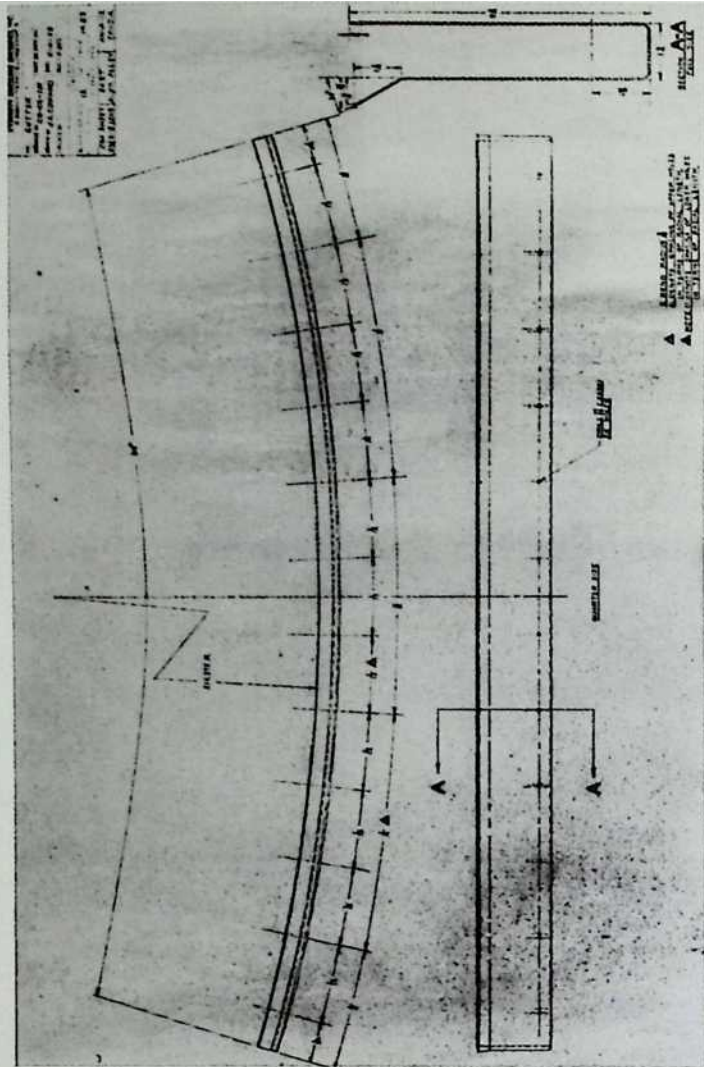


DYNAMAX DWELLING MACHINES, INC. R. B. CHAMBERLAIN - CHIEF ENGINEER	
DRAWN BY J. A. COWARD	
CHECKED BY J. A. COWARD	
NO. PARTS REQUIRED 100	
WEIGHT EACH 2.21	
SPECIFICATIONS	
.064 STRIP U-IH MAGNESIUM	
OR SHEET ALLOY	



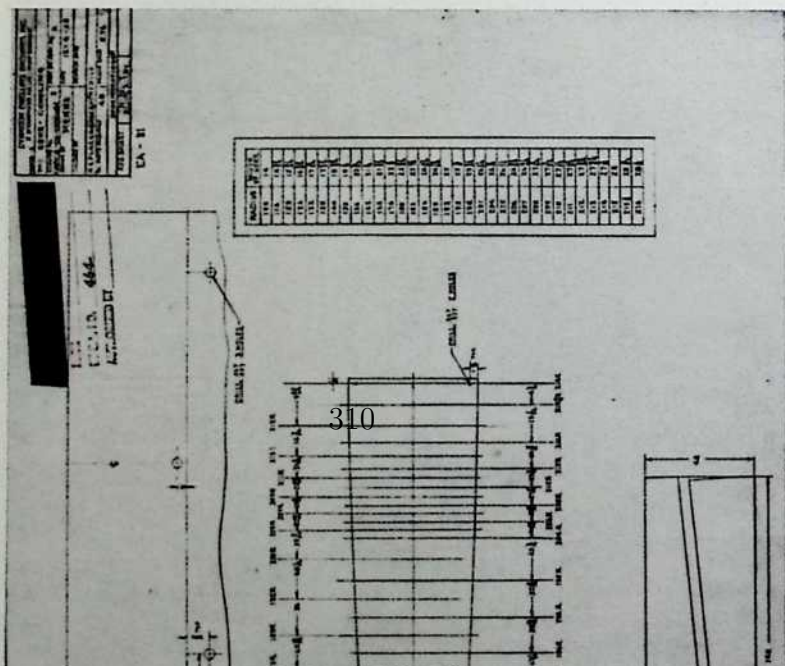
DYNAMAX DWELLING MACHINES, INC. R. B. CHAMBERLAIN - CHIEF ENGINEER	
DRAWN BY J. A. COWARD	
CHECKED BY J. A. COWARD	
NO. PARTS REQUIRED 63	
WEIGHT EACH 3.54	
SPECIFICATIONS	
.064 STRIP U-IH MAGNESIUM	
OR SHEET ALLOY	





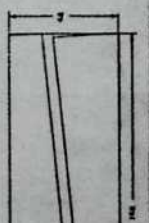
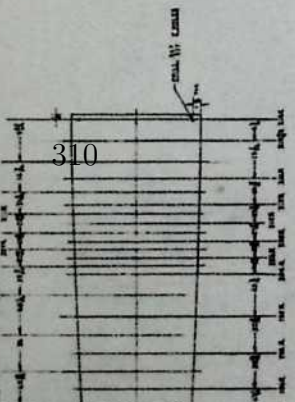
REINFORCEMENT SCHEDULE
 FOR CURVED BEAM
 SECTION A-A
 REINFORCEMENT SCHEDULE
 FOR CURVED BEAM
 SECTION A-A

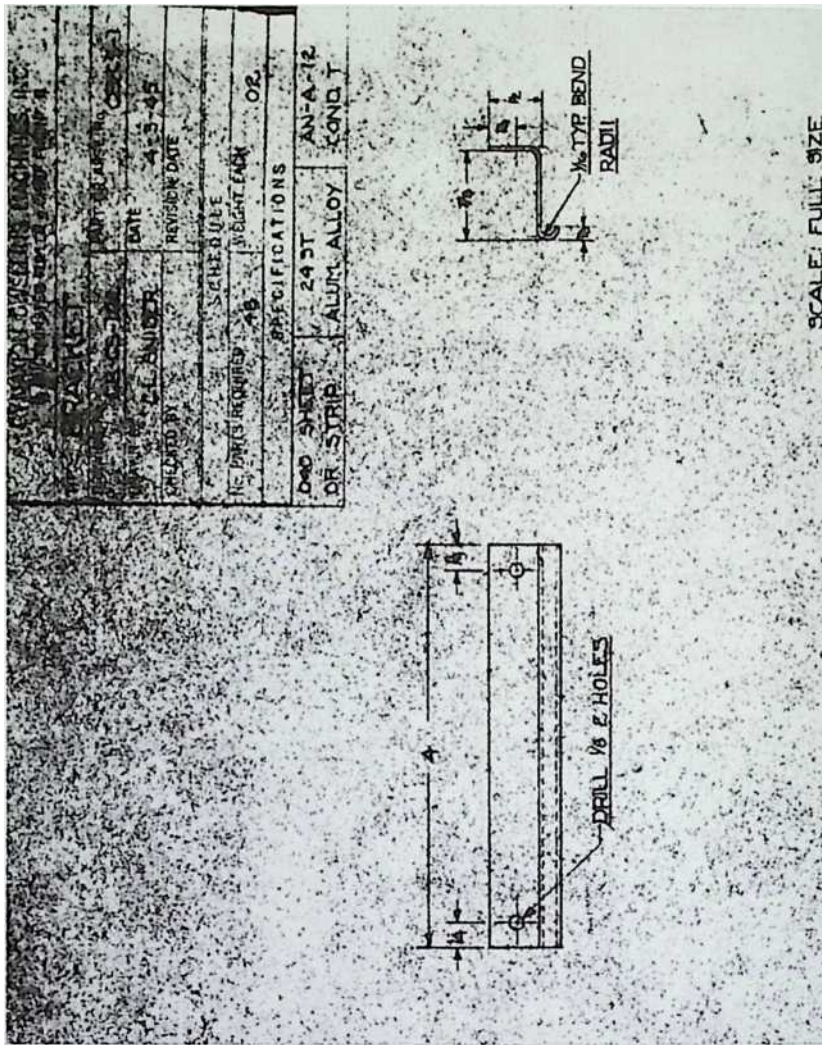
REINFORCEMENT SCHEDULE
 FOR CURVED BEAM
 SECTION A-A
 REINFORCEMENT SCHEDULE
 FOR CURVED BEAM
 SECTION A-A

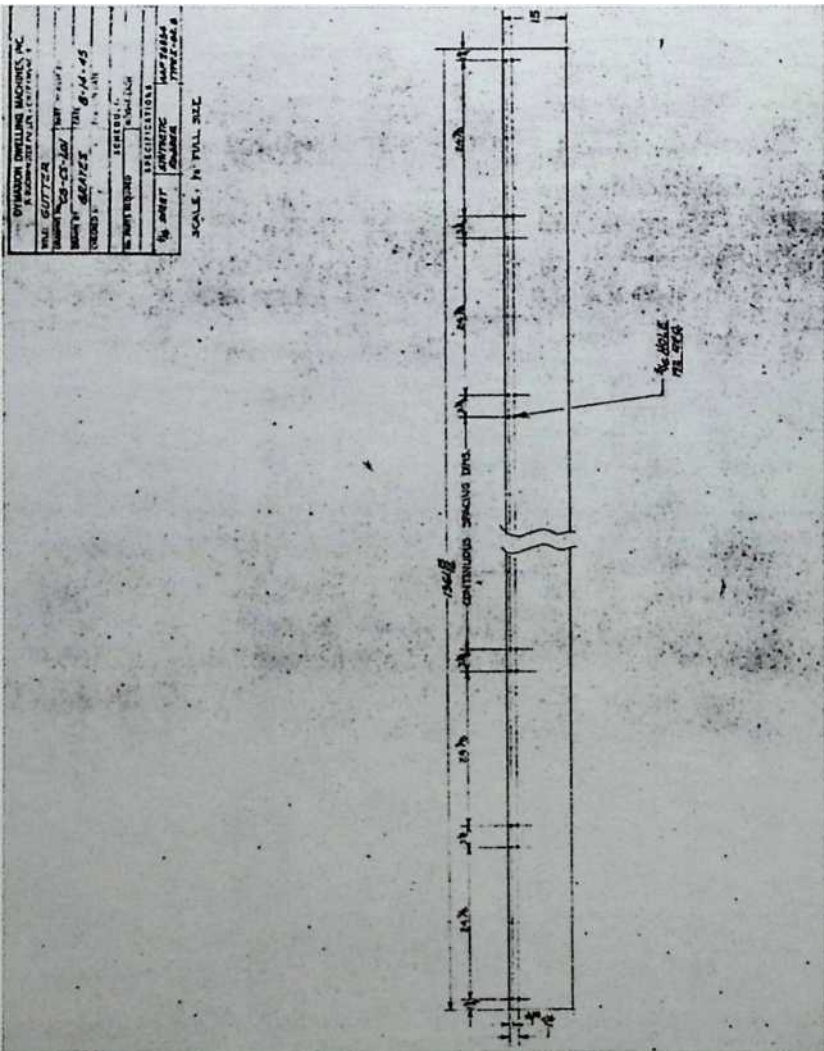


REINFORCEMENT SCHEDULE
 FOR STRAIGHT BEAM
 SECTION A-A
 REINFORCEMENT SCHEDULE
 FOR STRAIGHT BEAM
 SECTION A-A

SECTION	NO.	BAR	SIZE	LENGTH	NO.	BAR	SIZE	LENGTH
1	1	1	1	1	1	1	1	1
1	2	1	1	1	1	1	1	1
1	3	1	1	1	1	1	1	1
1	4	1	1	1	1	1	1	1
1	5	1	1	1	1	1	1	1
1	6	1	1	1	1	1	1	1
1	7	1	1	1	1	1	1	1
1	8	1	1	1	1	1	1	1
1	9	1	1	1	1	1	1	1
1	10	1	1	1	1	1	1	1
1	11	1	1	1	1	1	1	1
1	12	1	1	1	1	1	1	1
1	13	1	1	1	1	1	1	1
1	14	1	1	1	1	1	1	1
1	15	1	1	1	1	1	1	1
1	16	1	1	1	1	1	1	1
1	17	1	1	1	1	1	1	1
1	18	1	1	1	1	1	1	1
1	19	1	1	1	1	1	1	1
1	20	1	1	1	1	1	1	1
1	21	1	1	1	1	1	1	1
1	22	1	1	1	1	1	1	1
1	23	1	1	1	1	1	1	1
1	24	1	1	1	1	1	1	1
1	25	1	1	1	1	1	1	1
1	26	1	1	1	1	1	1	1
1	27	1	1	1	1	1	1	1
1	28	1	1	1	1	1	1	1
1	29	1	1	1	1	1	1	1
1	30	1	1	1	1	1	1	1





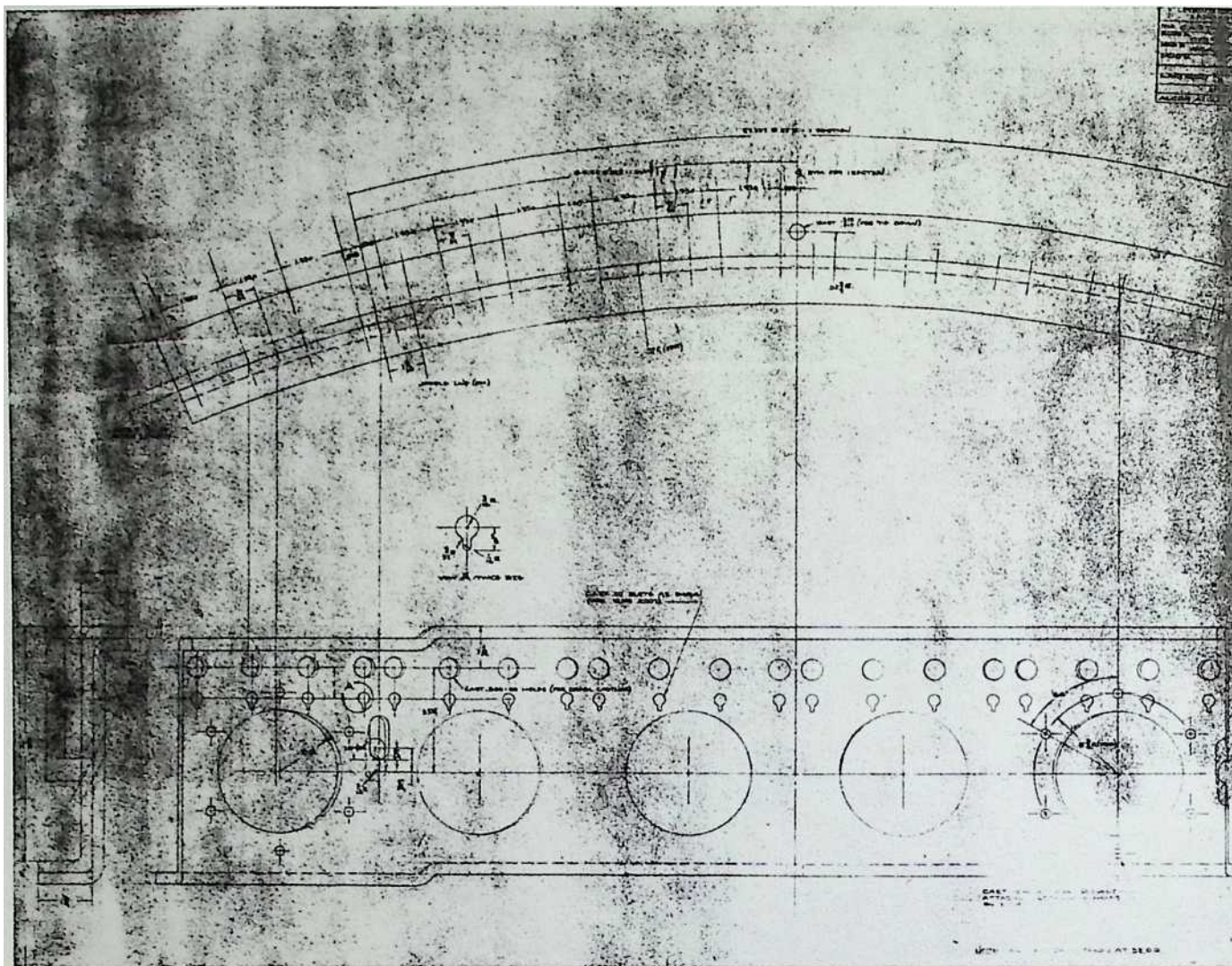


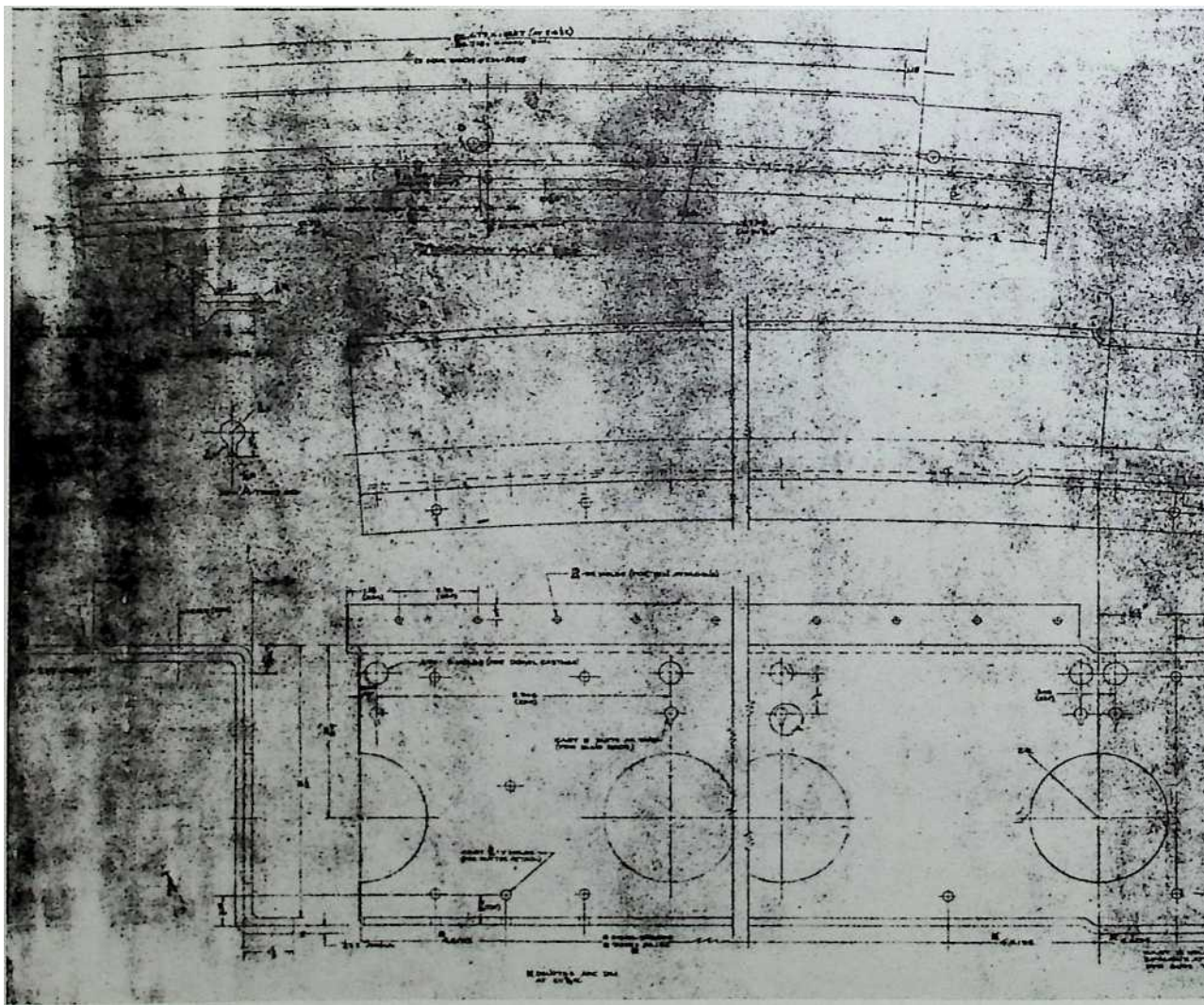
PARTS BULLY'S MACHINE
 DRAWING NO. **CB-CS-103** PART OR ASSY NO. **CB-CS-1**
 DRAWN BY **CL. BINDER** DATE **4-4-45**
 CHECKED BY _____ REVISE IN DATE _____
 SCHEDULE _____
 NO. PARTS REQUIRED **144** WEIGHT EACH _____
 SPECIFICATIONS

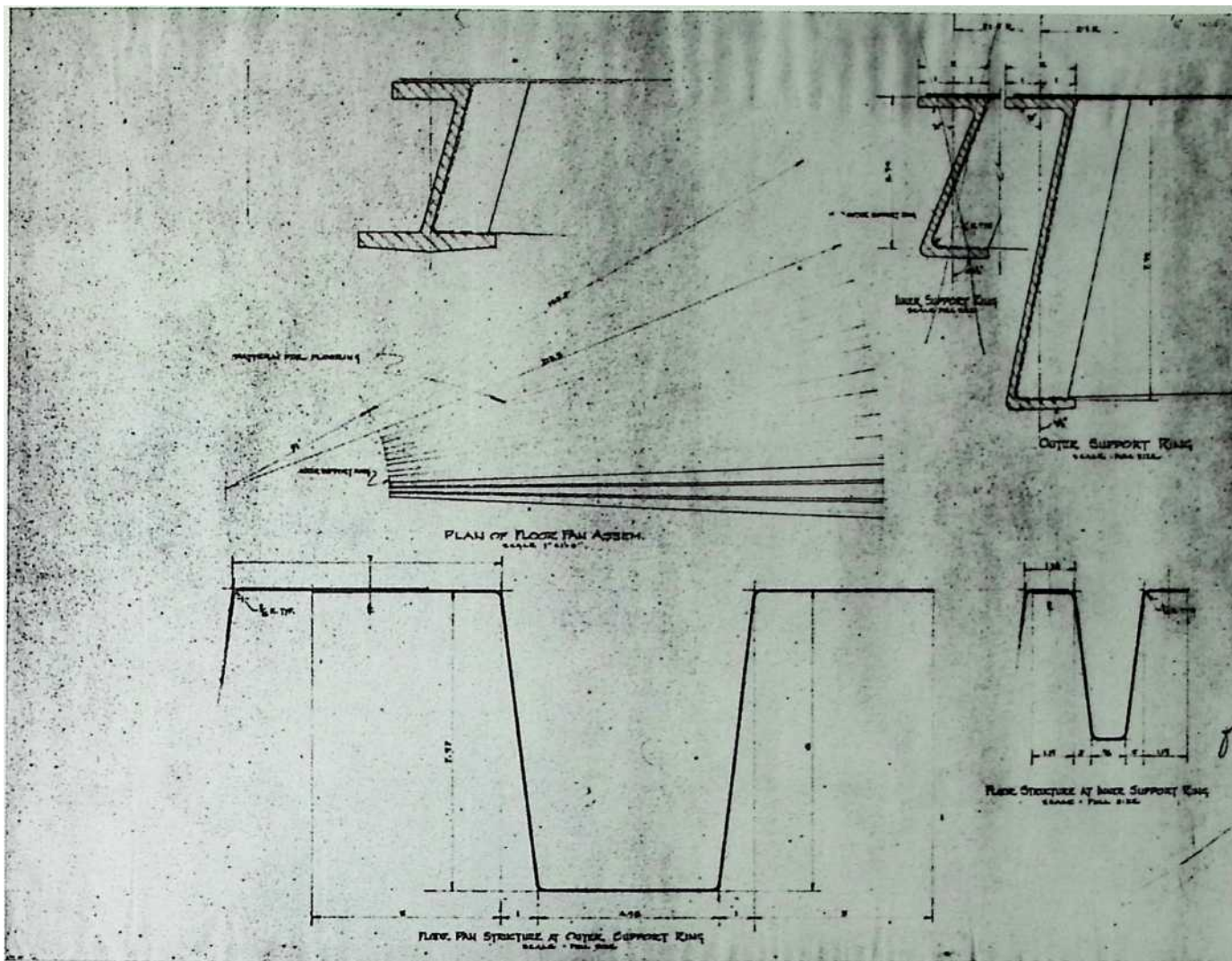
1/8 O.D. TUBE	24 ST.	WW-T-785
0.02 WALL	ALUM. ALLOY	

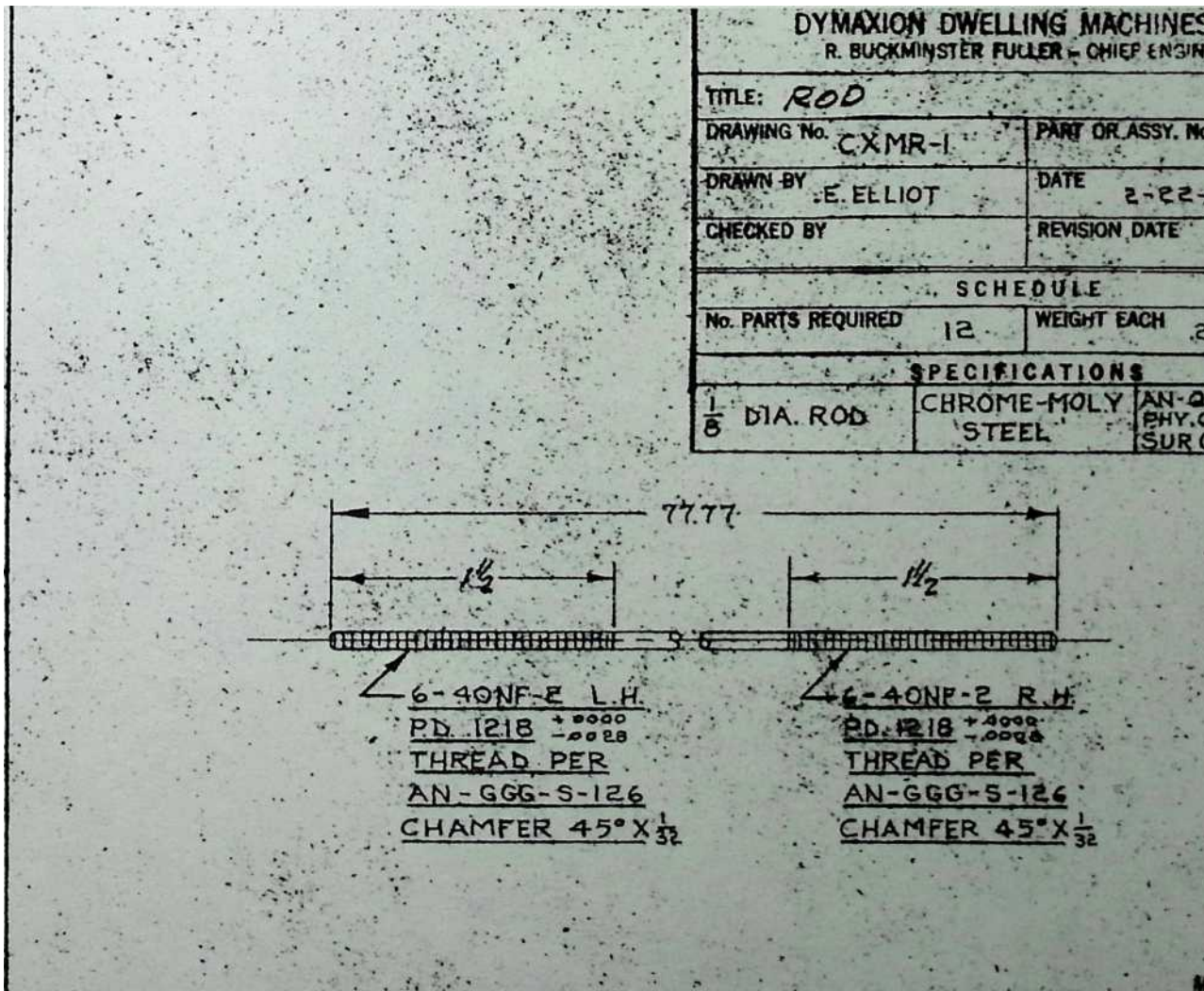


SCALE: FULL SIZE









PART OR ASSY.**Na.

aonEnnacnBiinnDiK;3»o8nBnoG«aHHB«n

. P.t>~ .14,97 ±

THREAD . PER

DRAWING No. j- R- E.

L YMAXION SWELLING MACHINE?.. INC. r. b ;w.ii run: r - chu'f ' hginc

r

3SNF-EL

P-b, .1497 .

THREAD PER T- ANJ-GGg- S-IE4 CHAMFER 4-5° X p

AN -aS&.-S - V7-4 CHAMFER -V5-X.jp,

drawn ar E•ELLIOT

0ATC e-ei-45

CHECKED BY.

REVISION DATE

SCHEDULE !

No. PARTS REQUIRED / e.

WEIGHT EACH

SPECIFICATIONS '

ft bla. ROD

C.HROME-MOUX

AN -Qa-S- ...

STEELL

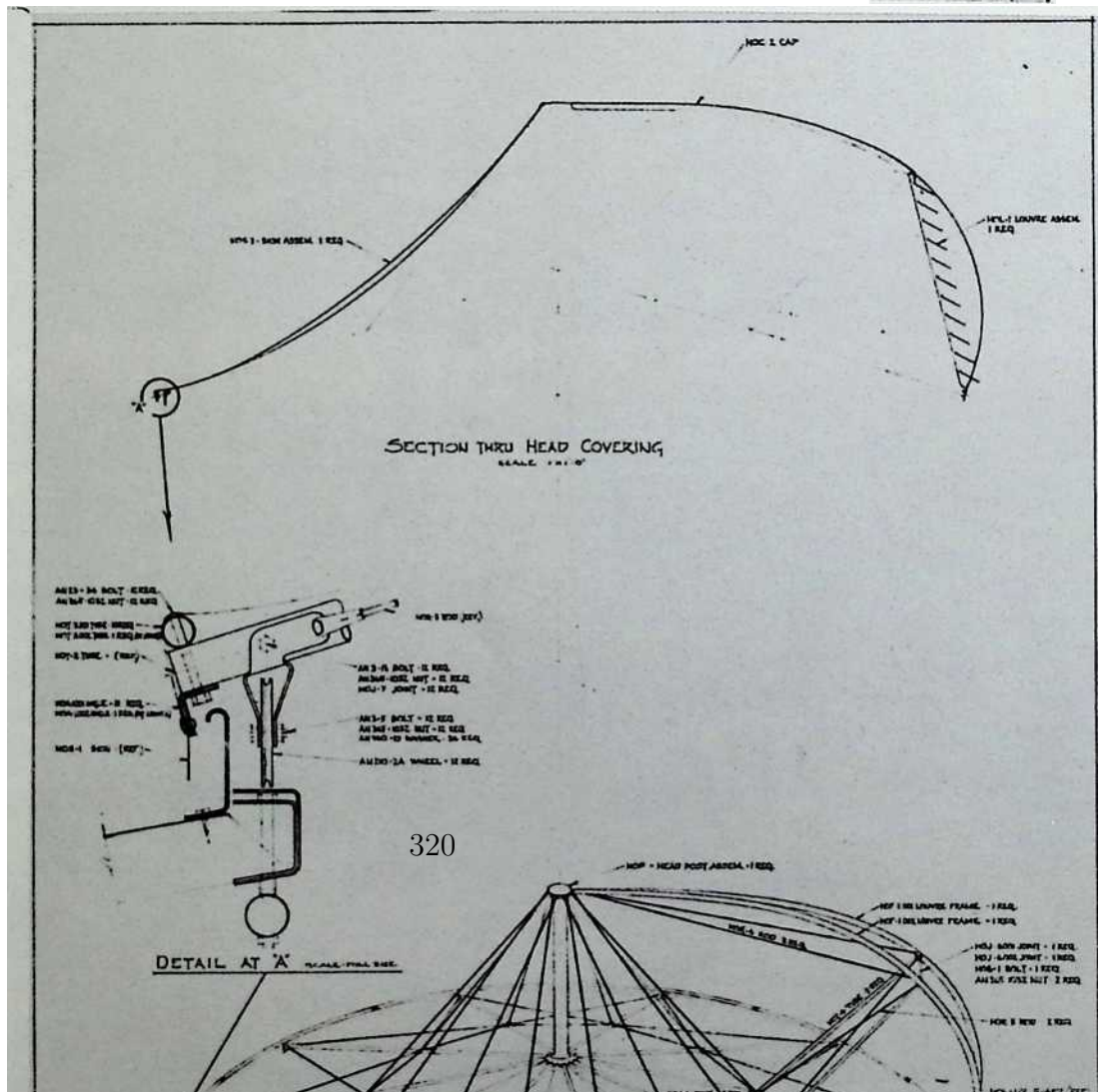
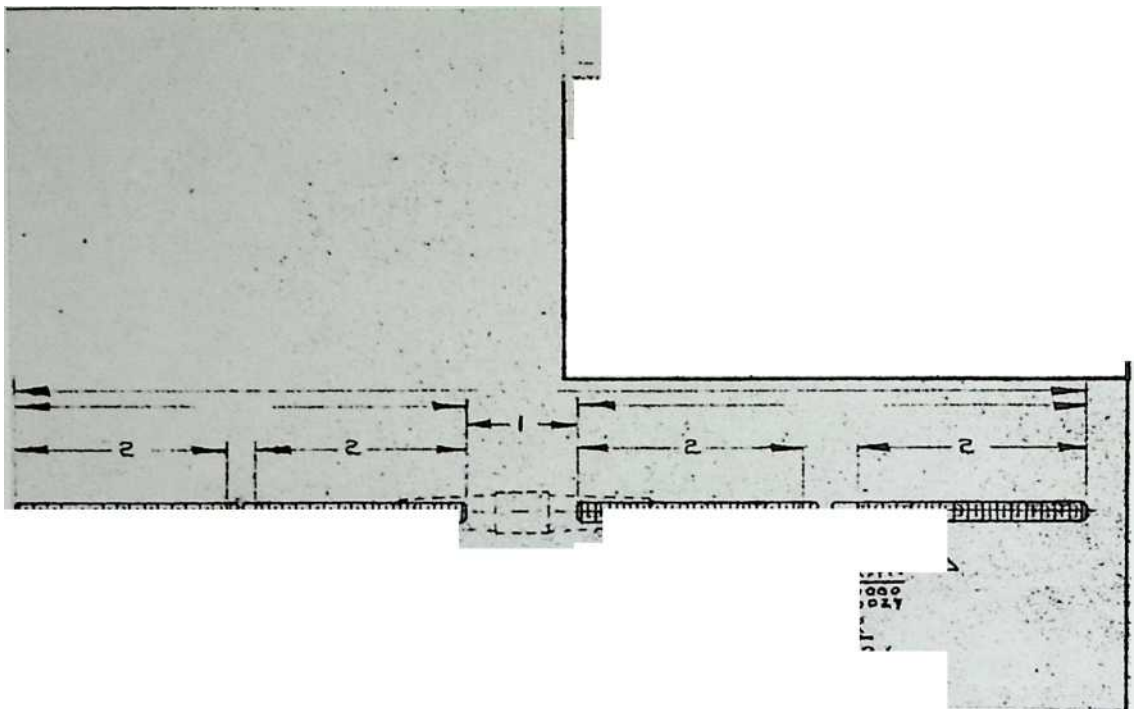
PHY- CON£>. '4-'”' ‘

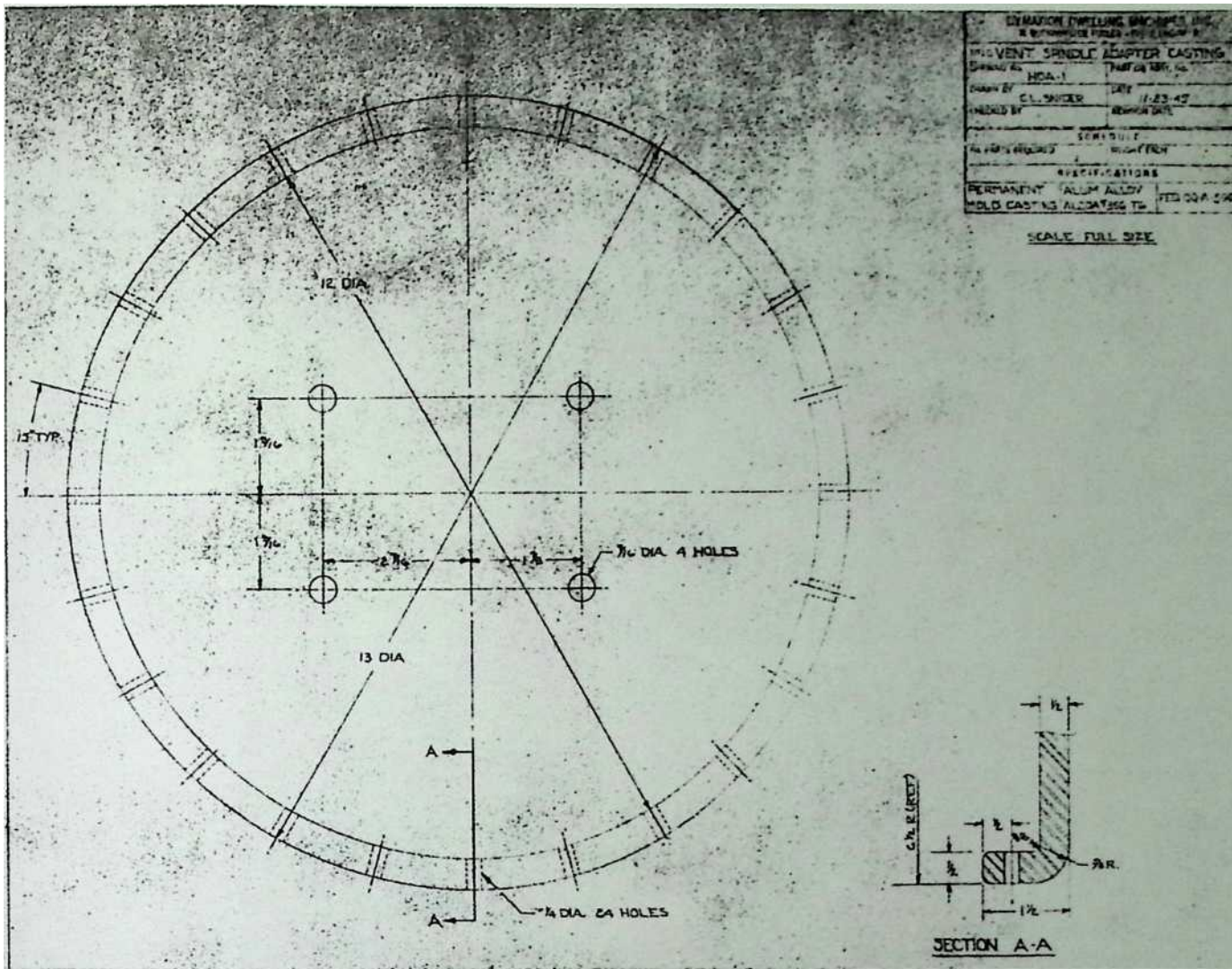
5UR.GOHD.. D . .

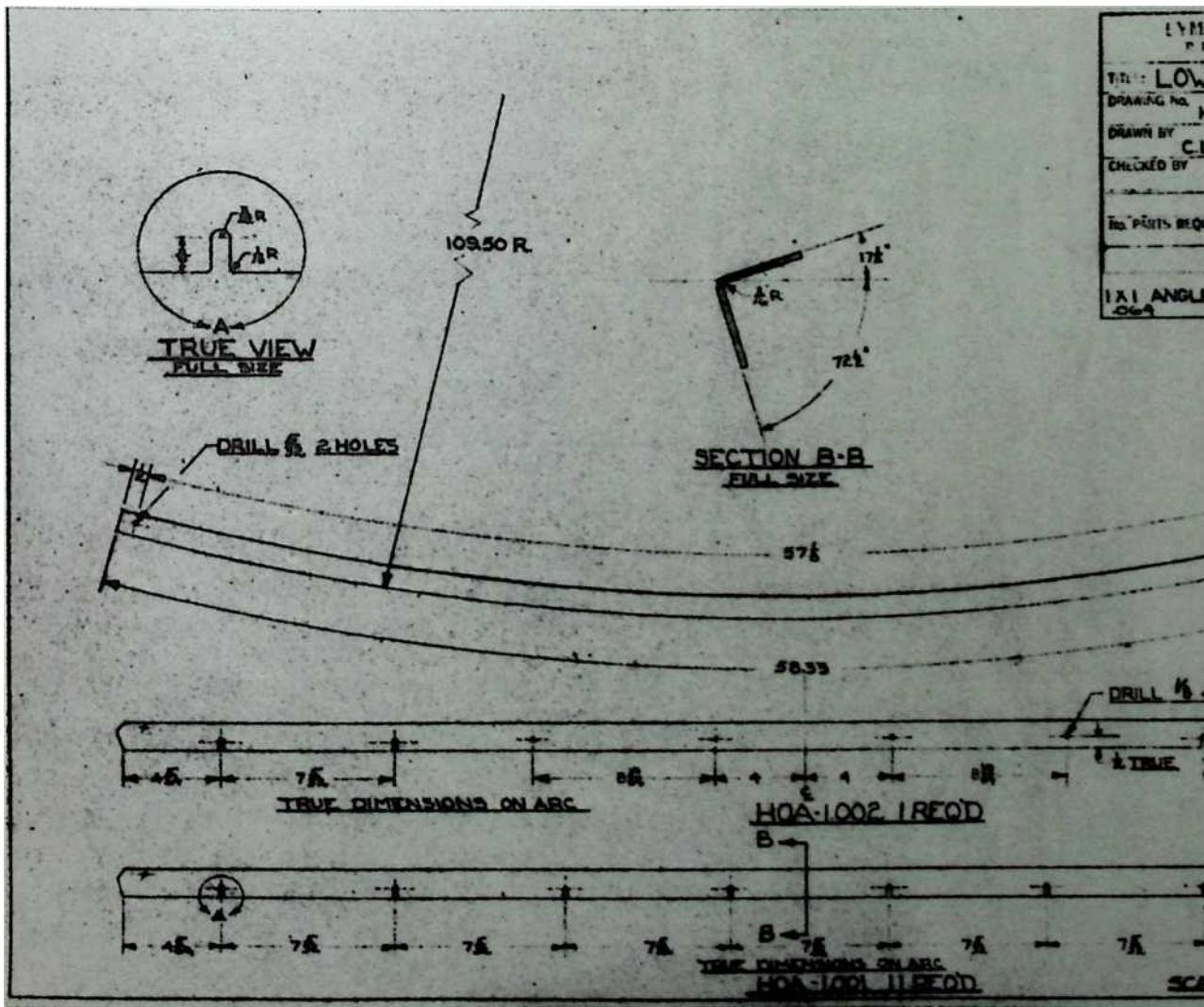
TiTit: £00

auuasauEBUGKacregiaiaBEaBs

”SENf-e. R.H--







SYM	
TITLE	LOW
DRAWING No.	
DRAWN BY	C.I.
CHECKED BY	
No. PARTS REQ.	
1 X1 ANGLE	0/9

IfertX.ROD

STEXE--

' AN-GtiG-5-g.fe

AN-GGG-5-I2.G

CHAMFER 45*Kfe

CHAMFER 45

'(iniinnnnn

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PHV. COND. Q

SW. CQNCi. '4'

• RD. .140. '

THREAD PER

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2 DYMATION DWEUWG MACHINER T ' • <;< rS. • • • It BtJQjMfNSTER
FULLER - CHIEFEKWEft F' J.

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«WT OR ASSY. Ha -

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\ •,..MC.U SNIDER

3-13-r4g -

CHECKED'BY

REVISION DATE; • • ' =

• ' , « ' ' - V* * •

.:v • >: - SCHEDtflE / ; .

(Jlp; FARTS' REQUIRED ')

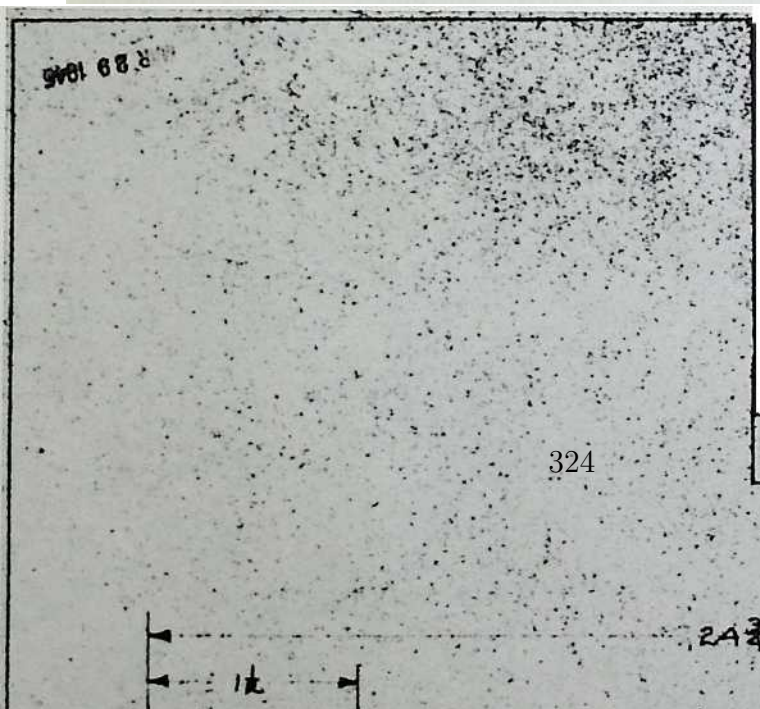
WEIGHT EAQH . - ' .

.70 • . ?

.-. 9Ff c<FiJC|nofts .. >, .

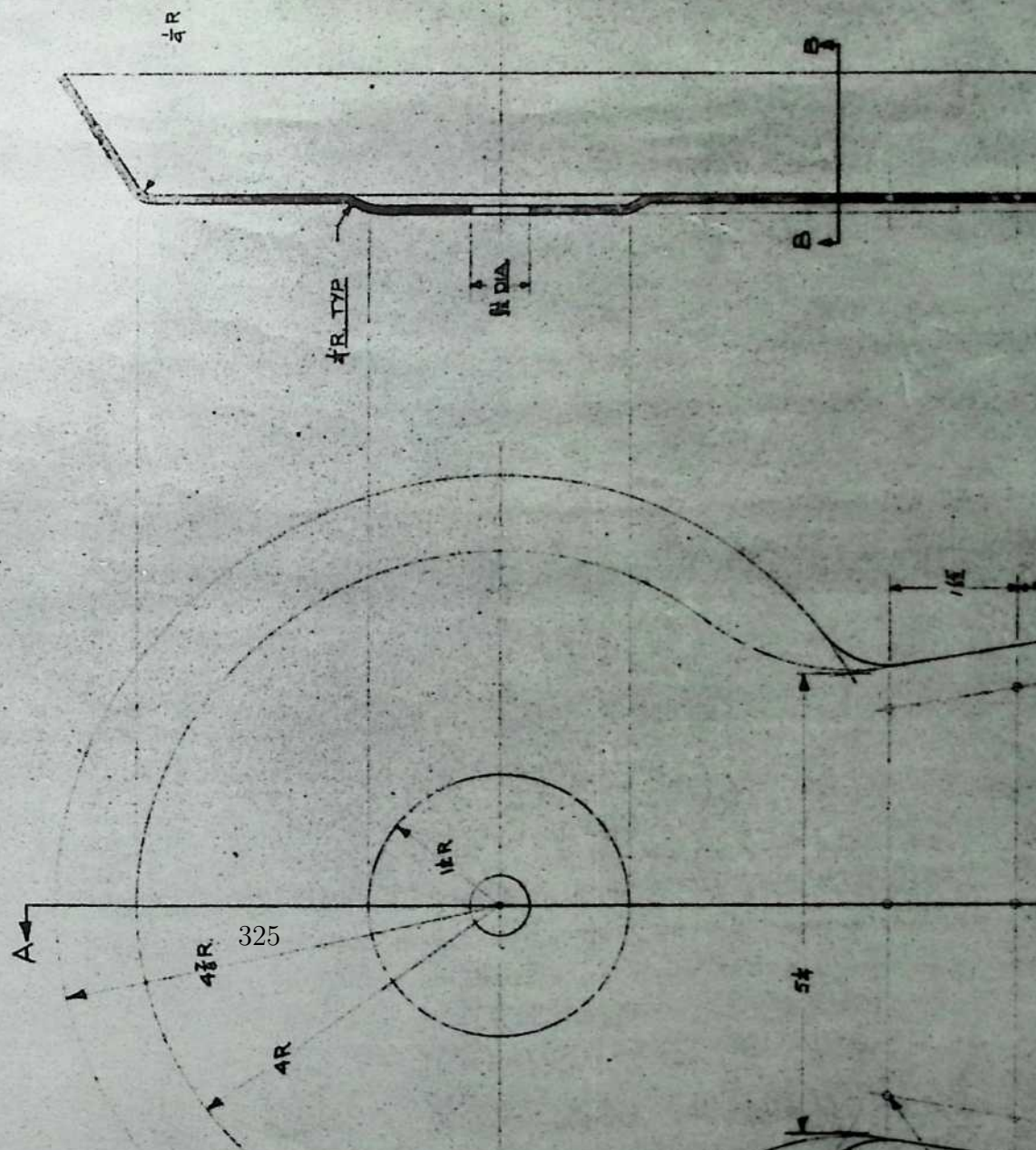
CHROME -MOE.V

TITLE BLOCK
 DRAWING NO.
 DRAWN BY
 CHECKED BY
 NO. PARTS PER
 ASSEMBLY
 ANGLE



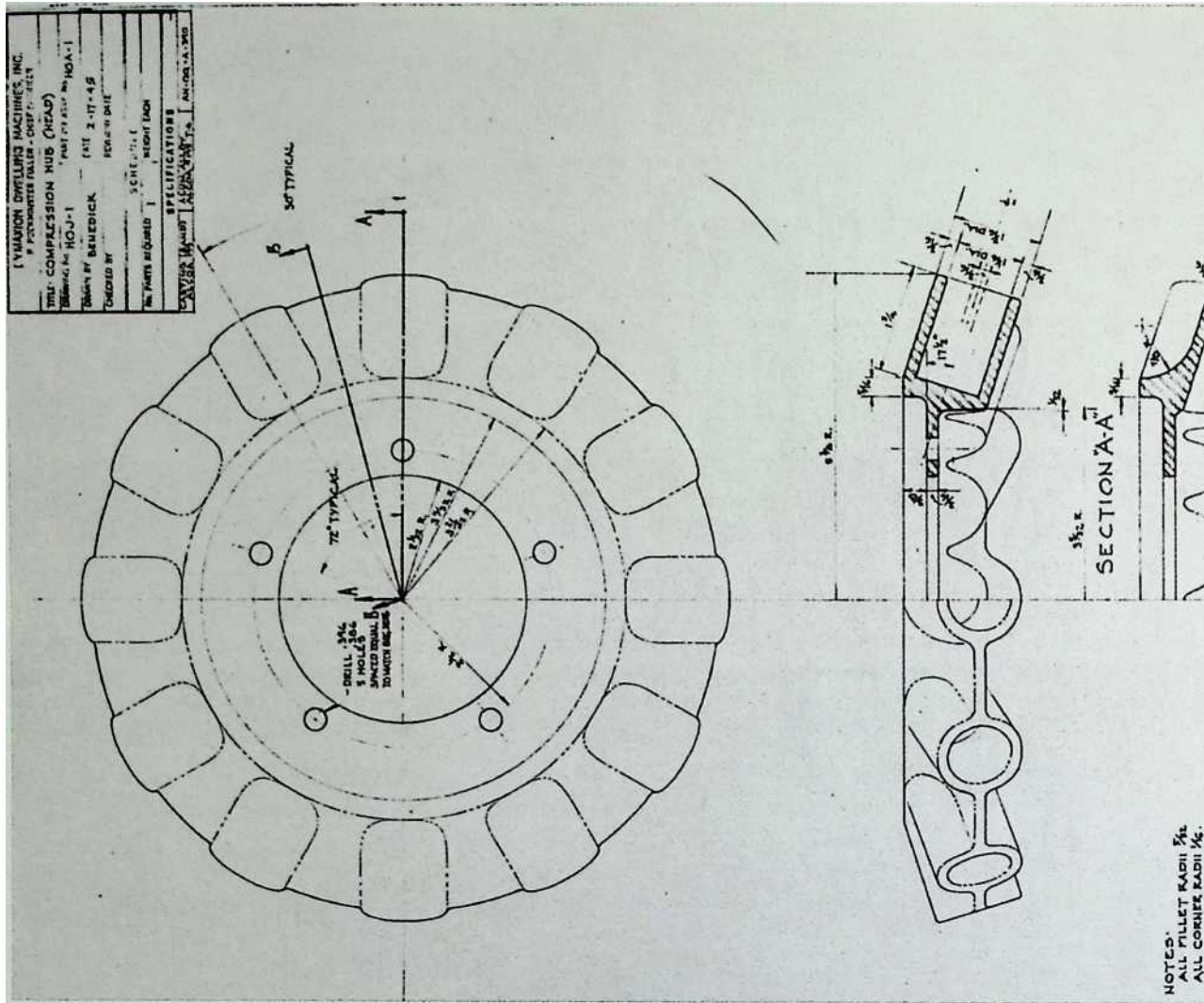
LYMANE ENGINEERING CORPORATION P. RICHMOND, VIRGINIA	
TITLE: CAP	PART OR DETAIL NO. HOP
DRAWING NO. HOC-1	DATE 3-15-45
DRAWN BY C.L. SPIDER	REVISION DATE
CHECKED BY	SCHEDULE
NO. PARTS REQUIRED /	WEIGHT LBS. 9
SPECIFICATIONS	
Q&S PLATE	AS CAL
	ALCLAD
	NOTED

NOTE SPEC. AN. A-12
HEAT TREAT AFTER FORMING

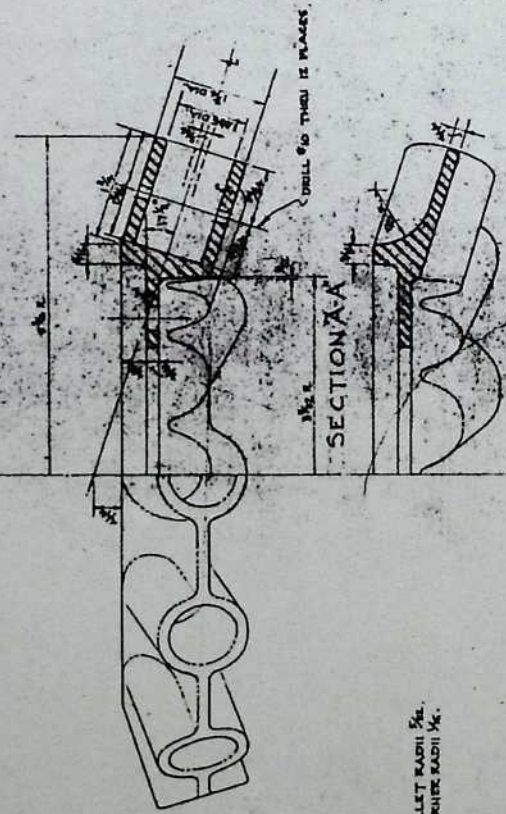
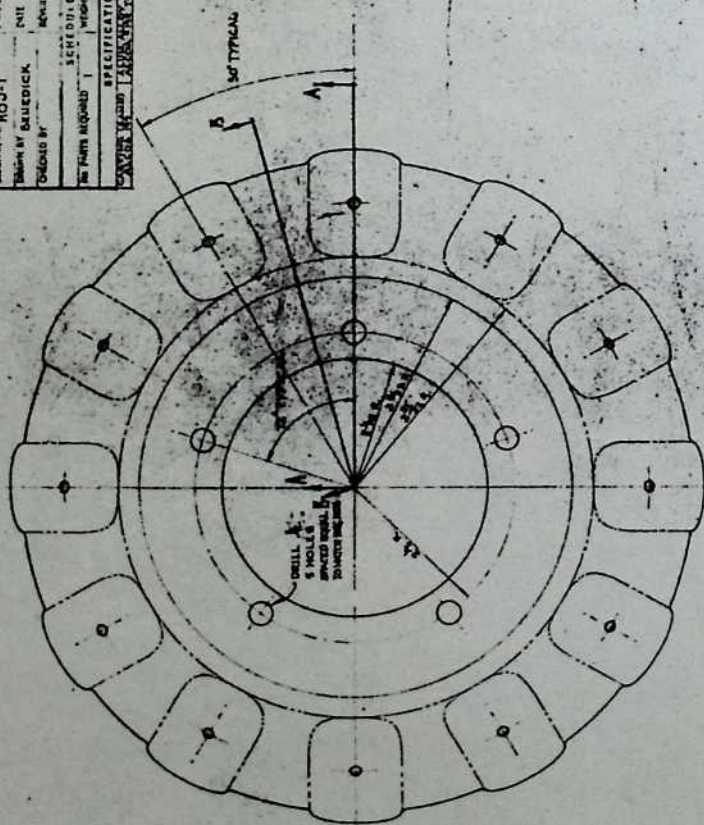


SECTION B-B

SECD0ELAA

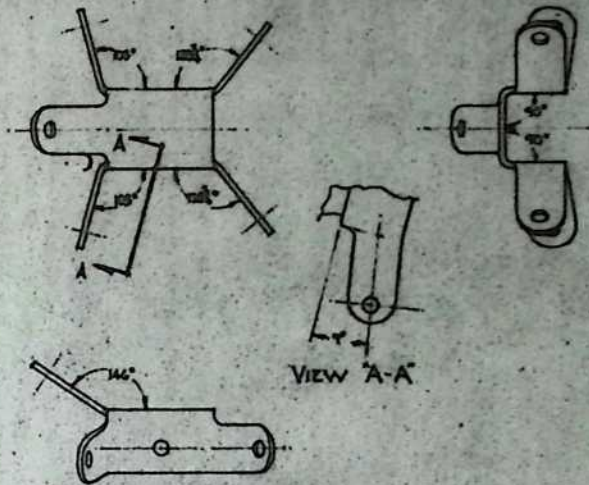


LYMANSON DRILLING MACHINES, INC.
 8 PARKWAY PARK - NEW YORK, N.Y.
 TEL. COMPRESSION HUB (HEAD)
 DRAWING NO. HOJ-1 PART NO. 137 NO. HOJ-1
 DESIGNED BY BALEDICK DATE 2-17-45
 CHECKED BY HENRY WITTE
 NO. PARTS REQUIRED 1 SCHEDULE 7-38-45
 NO. PARTS REQUIRED 1 WEIGHT 1.600
 SPECIFICATIONS
 QUANTITY 1000



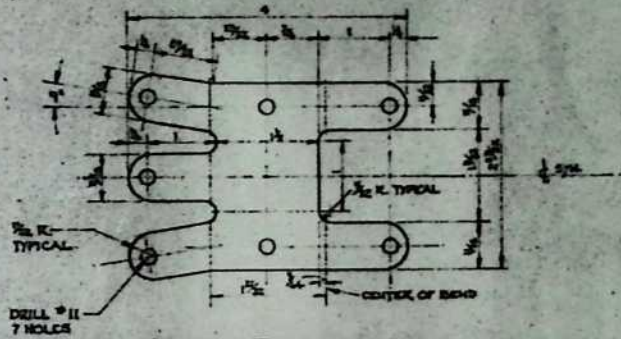
NOTES:
 ALL FILLET RADIUS $\frac{3}{16}$ \"/>

SYMBOL	A 1000
TYPE	INTERMEDIATE
DESIGNED BY	HOU
DRAWN BY	BEARD
CHECKED BY	
NO. PARTS REQUIRED	
THIS SHEET OR SUPP	1, 2, 3

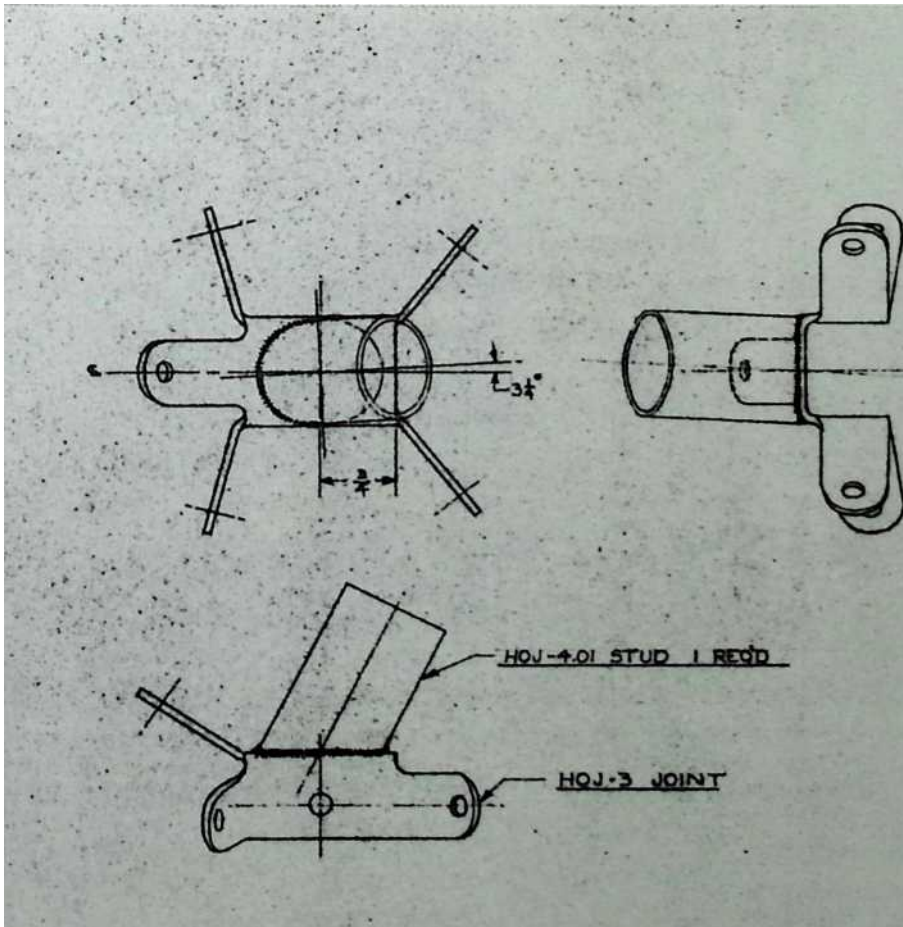


VIEWS OF FORMED PART
FULL SIZE

NOTE: ALL BODIES



FLAT PATTERN
FULL SIZE



NOTES: HOJ-AQO \ AS SHOSJN I REOD MOd-A.OCK OPPOSITE I RCQD

WELD AAP IQAOG GRADE 3

CVMAXIOt¹ C-.VELUN3 t'ACHIP" 'J.

R B'CV - • * R f Jit.R-rH.-T " ?

T>nt- TNTER. 5TRUC. JOINT QjXNRE)

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. HOT-* _ HO

KWH 6» CAT.

C.L SNIDER 3-iZzAS _

iHtaub st ' atu 0<r£

bCHCCH < I

HaPI'IS HiUMEO. ____ IK

NOTc O

SPteifiCATIONS

-CAVE nLLS'LE

MACHINES, INC.
CHIEF ENGINEER

PART OR ASSY. No. HOJ-4
DATE 3-12-45
REVISION DATE

WEIGHT EACH .045
DIMENSIONS

AN-VW-V-T-85B

331



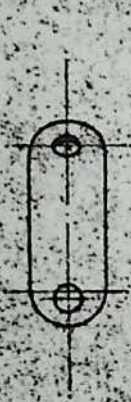
SCALE: FULL SIZE

DYNAMON DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: WIRE BRACKET JOINT	PART OR ASSY. No. HOJ-4
DRAWN BY: C. S. FULLER	DATE: 3-12-45
CHECKED BY: M. J. FULLER	REVISION DATE:
MATERIAL: M. S. 1008	
FIN. PART: STEEL, U.S.P.	
SCALE: FULL SIZE	

NOTE: ALL BEND RADIUS 3/16"

DYNAMON DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: LUG JOINT	PART OR ASSY. No. HOJ-5
DRAWN BY: BENEDEKICK	DATE: 3-9-45
CHECKED BY:	REVISION DATE:
MATERIAL: M. S. 1008	
FIN. PART: STEEL, U.S.P.	
SCALE: FULL SIZE	

NOTE: BEND RADIUS 3/16"



VIEWS OF FORMED PART

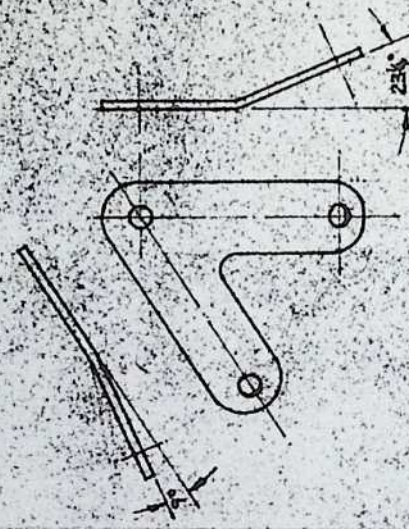


DRILL # 11
2 HOLES

FLAT PATTERN
SCALE: FULL SIZE

DYNAMON DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: INTERMEDIATE LOUVER FRAME JOINT	PART OR ASSY. No. HOJ-6
DRAWN BY: BENEDEKICK	DATE: 3-9-45
CHECKED BY:	REVISION DATE:
MATERIAL: M. S. 1008	
FIN. PART: STEEL, U.S.P.	
SCALE: FULL SIZE	

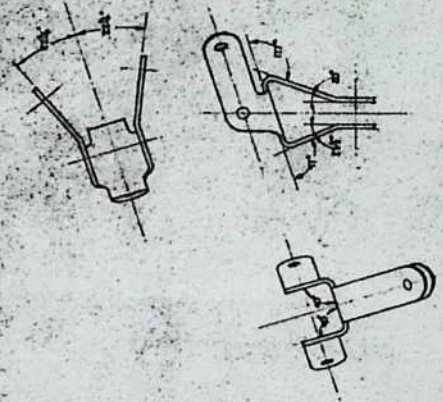
NOTE: ALL BEND RADIUS 3/16"
HOJ-6.001 (AS SHOWN) 1 REQ.
HOJ-6.002 (OPPOSITE) 1 REQ.



VIEWS OF FORMED PART

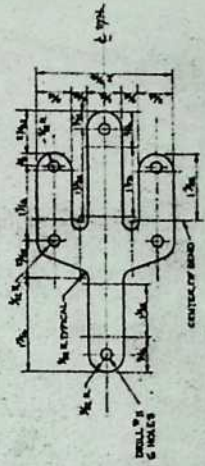


STANDARD OVERLAND MACHINES, INC.	
DIVISION OF THE OVERLAND MOTOR COMPANY	
MODEL NO.	7
DATE OF DESIGN	NOV. 1943
DESIGNED BY	W. B. B. (43)
CHECKED BY	W. B. B. (43)
APPROVED BY	W. B. B. (43)
DATE	NOV. 1943
BY	W. B. B. (43)
FOR	OVERLAND MOTOR COMPANY



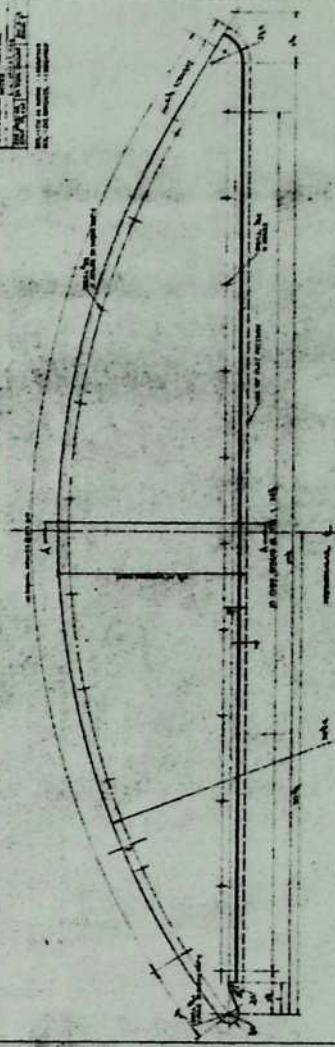
VIEWS OF FORMED PART

NOTE: ALL RADIUS R/16.



FLAT PATTERN

STANDARD OVERLAND MACHINES, INC.	
DIVISION OF THE OVERLAND MOTOR COMPANY	
MODEL NO.	7
DATE OF DESIGN	NOV. 1943
DESIGNED BY	W. B. B. (43)
CHECKED BY	W. B. B. (43)
APPROVED BY	W. B. B. (43)
DATE	NOV. 1943
BY	W. B. B. (43)
FOR	OVERLAND MOTOR COMPANY

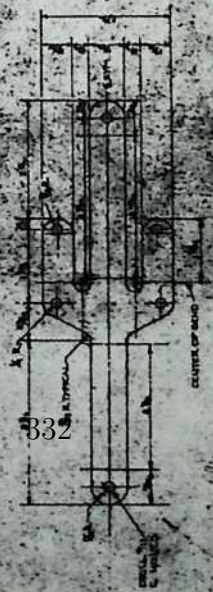


FLAT PATTERN

STANDARD OVERLAND MACHINES, INC.	
DIVISION OF THE OVERLAND MOTOR COMPANY	
MODEL NO.	7
DATE OF DESIGN	NOV. 1943
DESIGNED BY	W. B. B. (43)
CHECKED BY	W. B. B. (43)
APPROVED BY	W. B. B. (43)
DATE	NOV. 1943
BY	W. B. B. (43)
FOR	OVERLAND MOTOR COMPANY

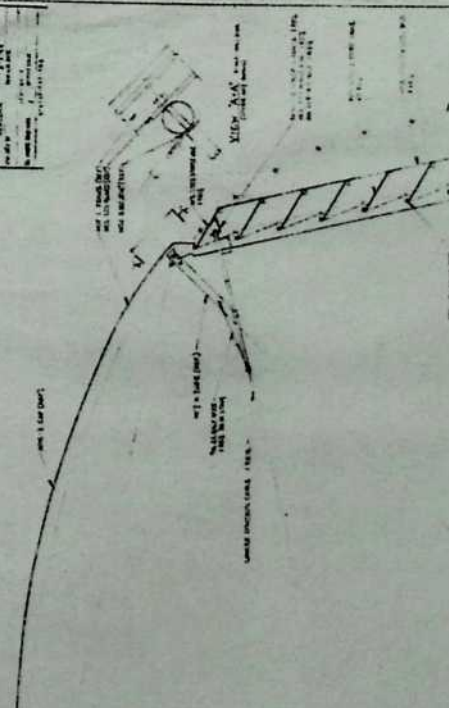
SCALE: FULL SIZE

NOTE: ALL RADIUS R/16.

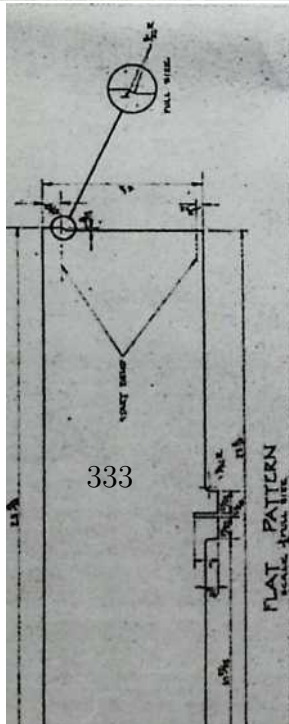
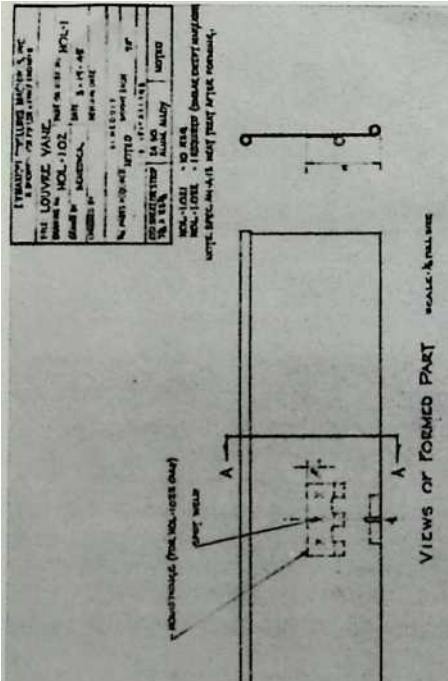


FLAT PATTERN

STANDARD OVERLAND MACHINES, INC.	
DIVISION OF THE OVERLAND MOTOR COMPANY	
MODEL NO.	7
DATE OF DESIGN	NOV. 1943
DESIGNED BY	W. B. B. (43)
CHECKED BY	W. B. B. (43)
APPROVED BY	W. B. B. (43)
DATE	NOV. 1943
BY	W. B. B. (43)
FOR	OVERLAND MOTOR COMPANY

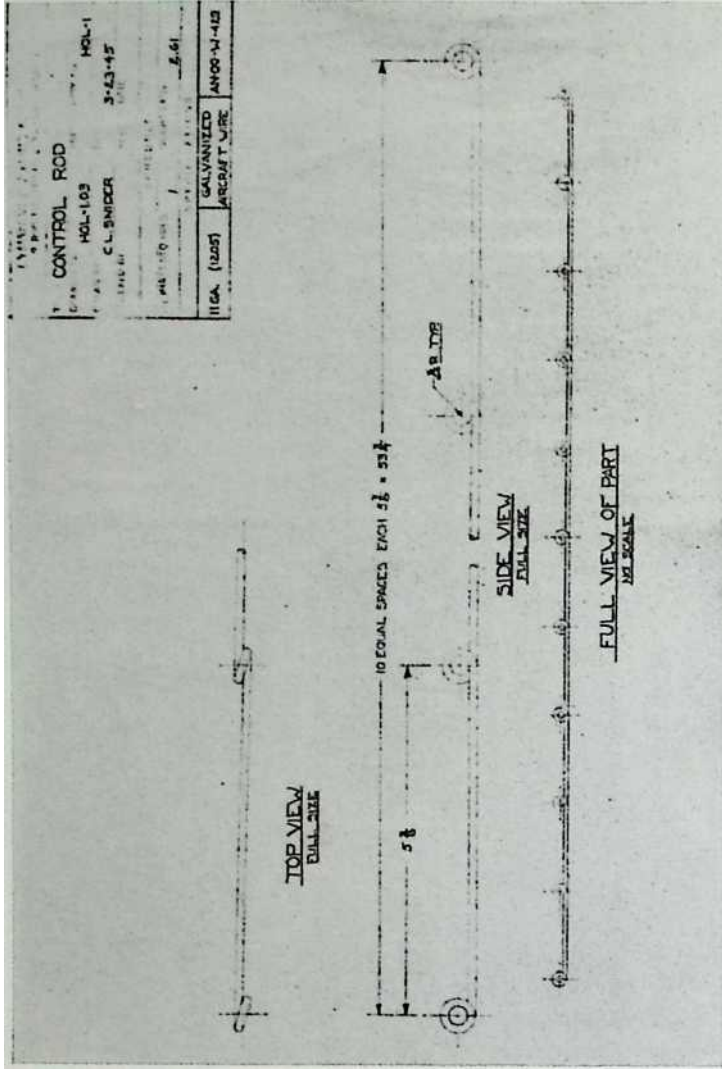


FLAT PATTERN



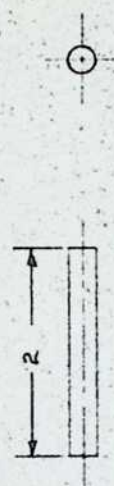
DYNAMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: HINGE ROD	PART OR ASSY. No.	HOL-1
DRAWING No.	HOL-104	DATE 3-13-45
DRAWN BY	C. L. SNIDER	REVISION DATE
CHECKED BY		SCHEDULE
No. PARTS REQUIRED	11	WEIGHT EACH .19
SPECIFICATIONS		
2/8 DIA. ROD	STEEL	AN-00-5-104 PHY. COND. D SUR. COND. 4



DYNAMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: HINGE PIN	PART OR ASSY. No.	HOL-1
DRAWING No.	HOL-105	DATE 3-12-45
DRAWN BY	C. L. SNIDER	REVISION DATE
CHECKED BY		SCHEDULE
No. PARTS REQUIRED	11	WEIGHT EACH .03
SPECIFICATIONS		
2/8 DIA. ROD	STEEL	AN-00-5-604 PHY. COND. D SUR. COND. 4



1

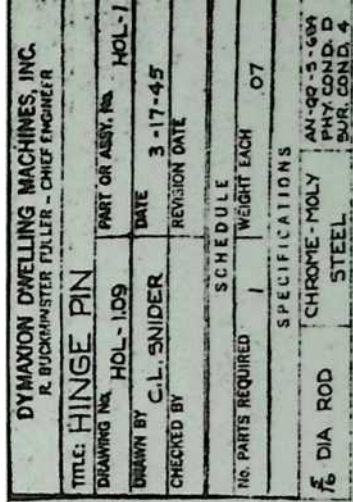
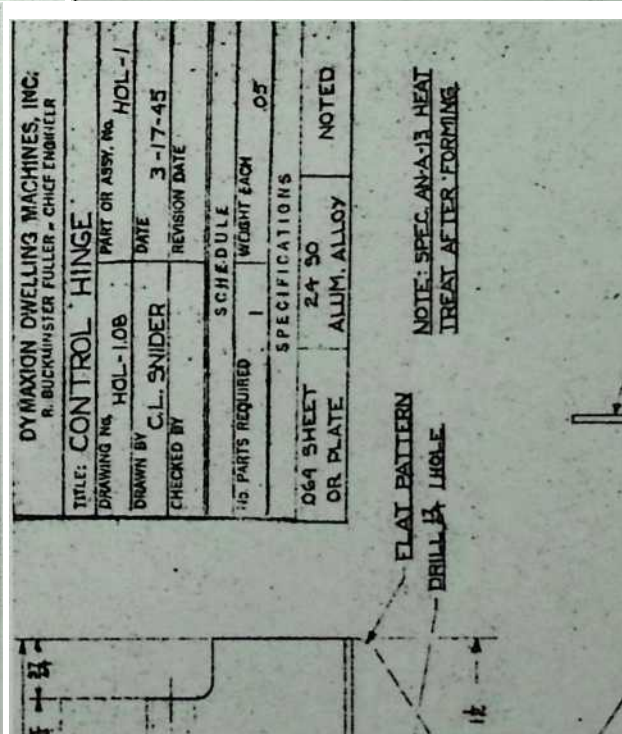
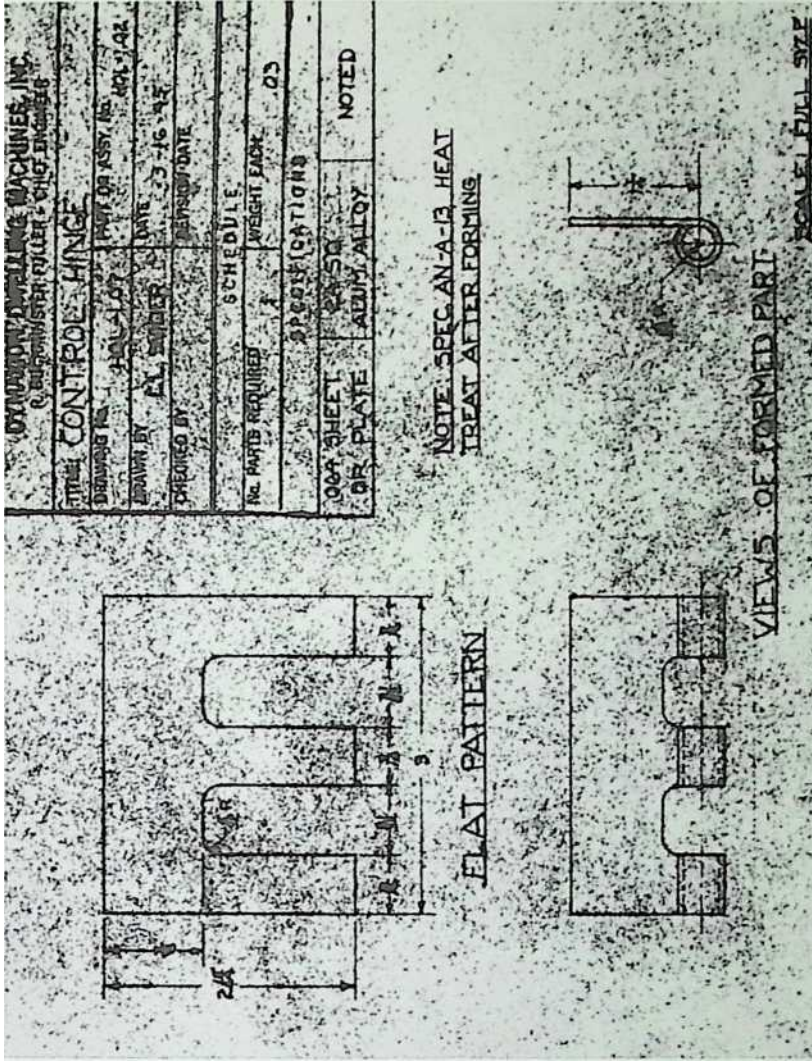
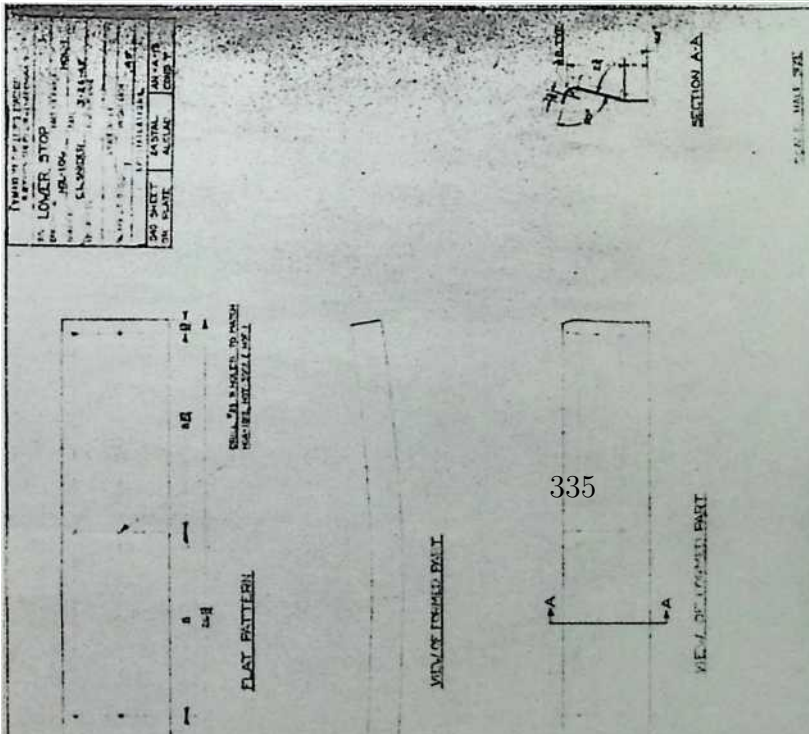
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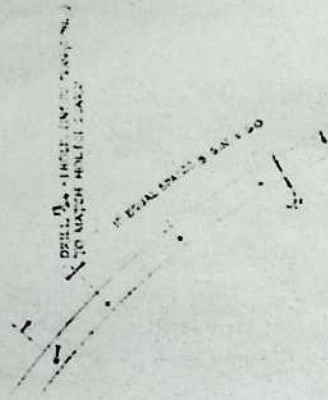
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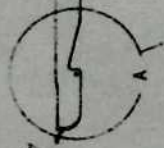


CYBARRON DRILLING MACHINES, INC.
 4000 S. 10TH ST. - PORTLAND, O.
 THE COMPANY HAS
 EQUIPMENT FOR
 DRILLING
 ALL SIZES
 OF HOLES
 IN ALL
 KINDS OF
 MATERIALS
 AND AT
 ALL TIMES
 WE ARE
 READY TO
 TAKE UP
 ANY NEW
 DRILLING
 JOB.

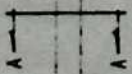
DRILLING MACHINES, INC.
 4000 S. 10TH ST. - PORTLAND, O.



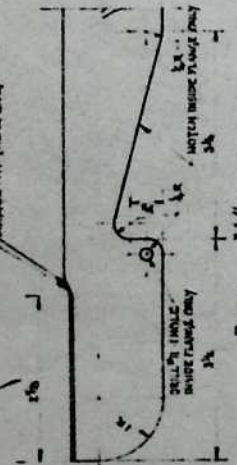
DRILLING MACHINES, INC.
 4000 S. 10TH ST. - PORTLAND, O.



CIRCLE END OF PIPE ONLY

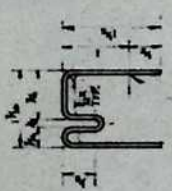


POURLE OPI (MAX SIDE)
POURLE III (HEAD SIDE)



DETAIL "A" (TRUE VIEW)

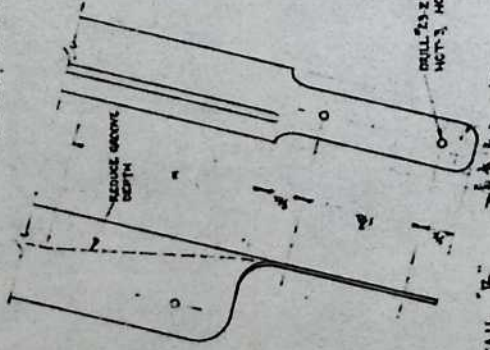
SCALE - FULL SIZE



SECTION A-A

1/8" (TOP)
OUTSIDE FLANGE ONLY

ISO R (TRUCK)

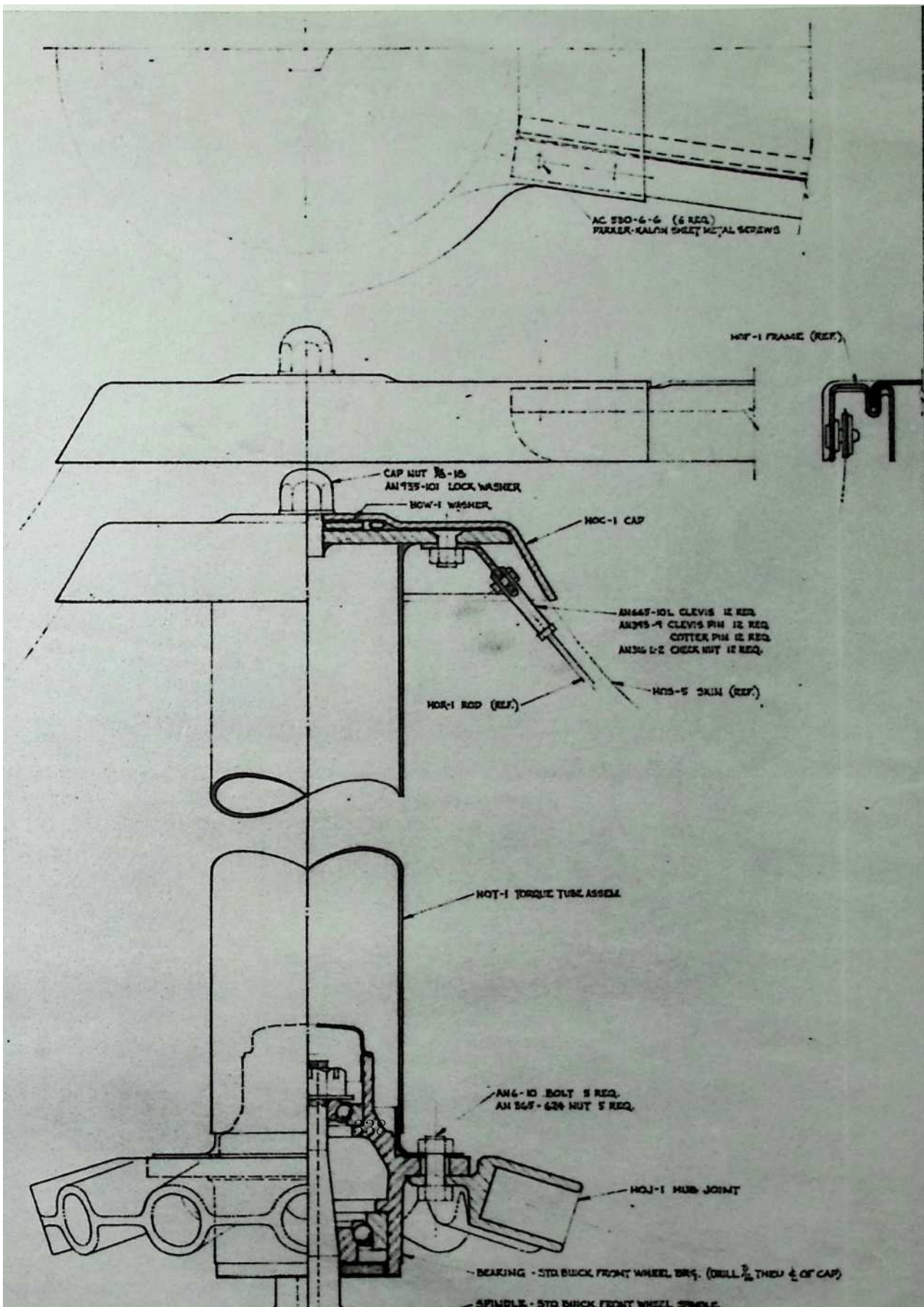


DETAIL "B"
SCALE - FULL SIZE

DRILL 2 HOLES TO MATCH
HOLE 3, HOLE 1 & HOLE 2

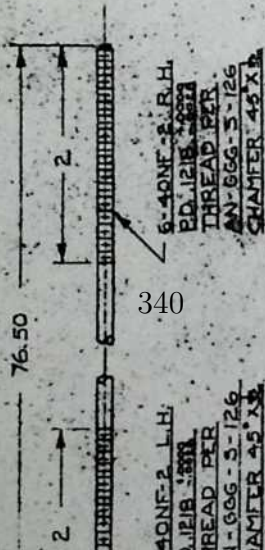
31

DRILL 1/8" - 2 HOLES TO MATCH HOLE 1



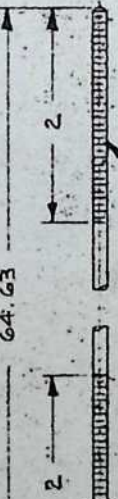
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DYNAMAXION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: MAIN TENSION ROD	PART OR ASSY. No. HO
DRAWING No. HOR-1	DATE 2-28-45
DRAWN BY C.L. SNIDER	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 12	WEIGHT EACH .268
SPECIFICATIONS	
1/8 DIA. ROD	CHROME-MOLY STEEL
	AN-QQ-S-184 PHY. COND. D SUR. COND. 4

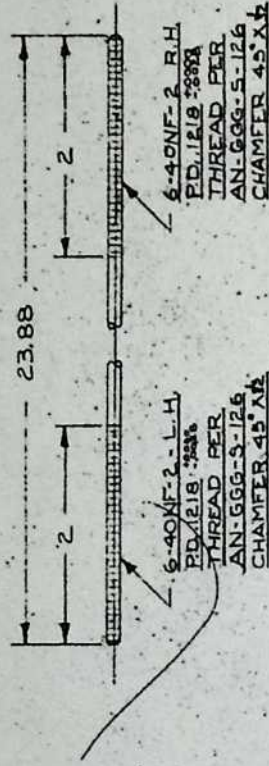


SCALE: FULL SIZE

DYNAMAXION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: CROSS TIE ROD	PART OR ASSY. No. HO
DRAWING No. HOR-3	DATE 2-28-45
DRAWN BY C.L. SNIDER	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 24	WEIGHT EACH .226
SPECIFICATIONS	
1/8 DIA. ROD	CHROME-MOLY STEEL
	AN-QQ-S-184 PHY. COND. D SUR. COND. 4



DYNAMAXION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: TENSION RING ROD	PART OR ASSY. No. HO
DRAWING No. HOR-2	DATE 2-28-45
DRAWN BY C.L. SNIDER	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 12	WEIGHT EACH .084
SPECIFICATIONS	
1/8 DIA. ROD	CHROME-MOLY STEEL
	AN-QQ-S-184 PHY. COND. D SUR. COND. 4

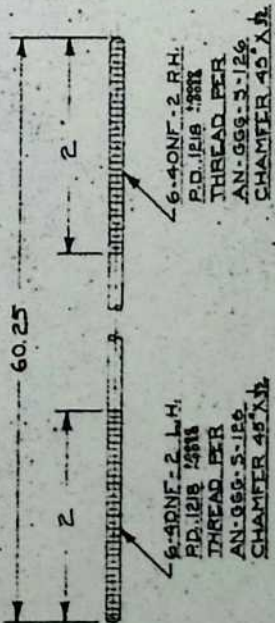


SCALE: FULL SIZE

DYNAMAXION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: UPPER LOUVRE TIE ROD	PART OR ASSY. No. HO
DRAWING No. HOR-4	DATE 2-28-45
DRAWN BY C.L. SNIDER	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 2	WEIGHT EACH .31
SPECIFICATIONS	
1/8 DIA. ROD	CHROME-MOLY STEEL
	AN-QQ-S-184 PHY. COND. D SUR. COND. 4

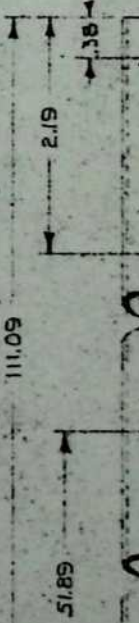
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DYNAMIXON DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: INTERMEDIATE LOUVER TIE ROD	PART OR ASSY. No. HO
DRAWING No. HOR - 5	DATE 3 / - 45
DRAWN BY C.L. SNIDER	REVISION DATE
CHECKED BY	
No. PARTS REQUIRED 2	SCHEDULE WEIGHT EACH .21
SPECIFICATIONS	
CHROME-MOLY STEEL AN-90-5-184 PHY COND. D SUR. COND. A	

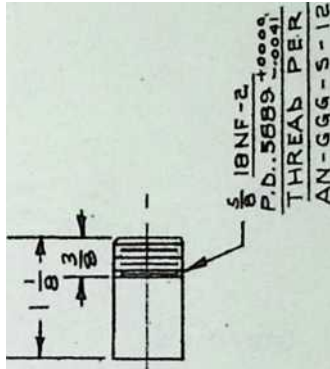


SCALE: FULL SIZE

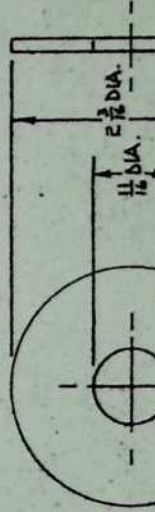
DYNAMIXON DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: MAIN COMPRESSION TUBE	PART OR ASSY. No. HO
DRAWING No. HOT - 2	DATE 3 - 1 - 45
DRAWN BY C.L. SNIDER	REVISION DATE
CHECKED BY	
No. PARTS REQUIRED 12	SCHEDULE WEIGHT EACH 1.139
SPECIFICATIONS	
1" O.D. TUBE 24 ST ALUM. ALLOY W.W. T. .785 .035 WALL COND. T	



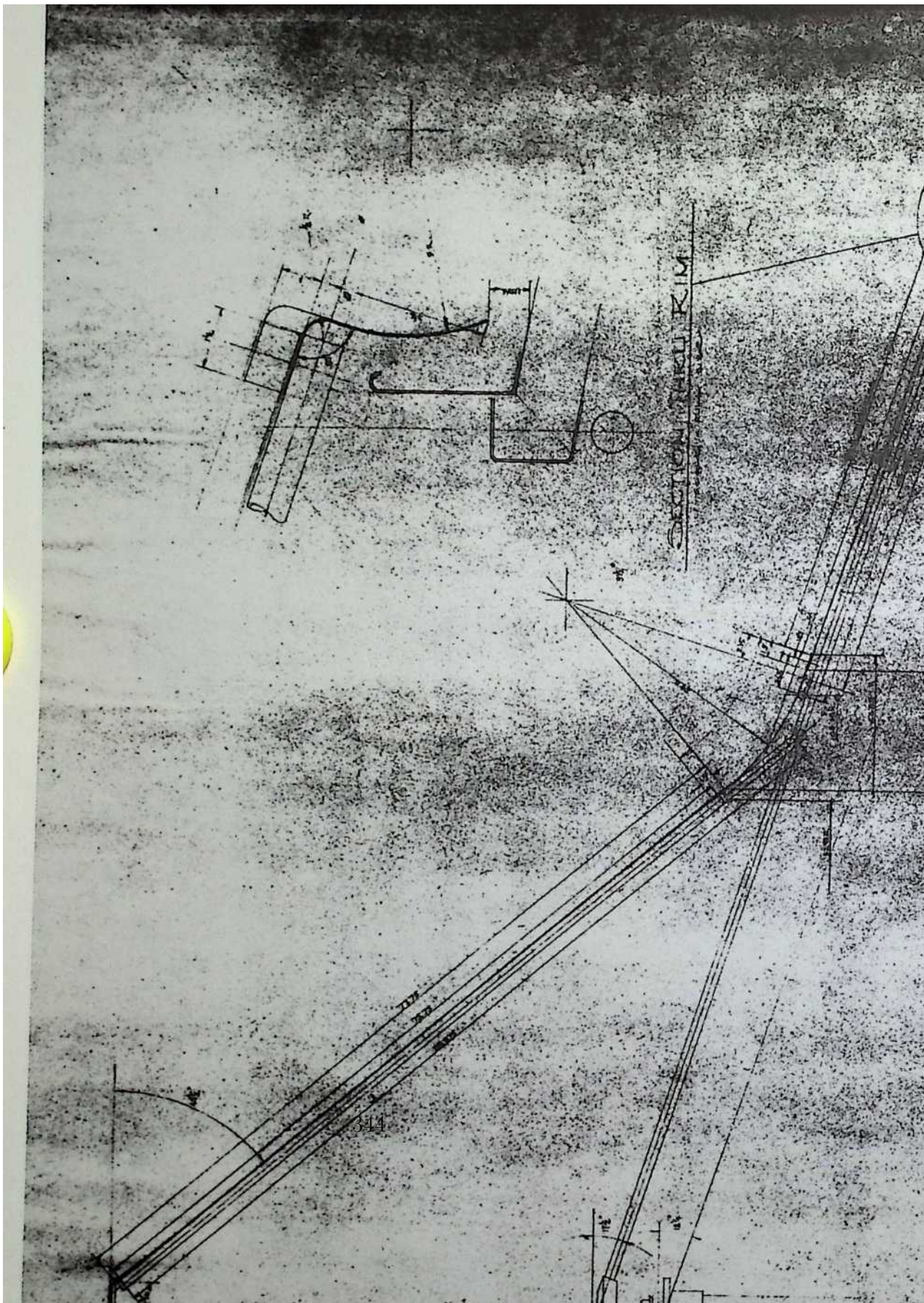
DYNAMIXON DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: THREADED STUD	PART OR ASSY. No. HOT-1
DRAWING No. HOT-1.04	DATE 3 - 8 - 45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	
No. PARTS REQUIRED 1	SCHEDULE WEIGHT EACH .319
SPECIFICATIONS	
5/8 DIA. ROD 25 3/4 H FEQ. QQ-A-411 1 1/8 LONG ALUM. TEMPER-F	



DYNAMIXON DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: WASHER	PART OR ASSY. No. HOP
DRAWING No. HOW-1	DATE 3-6-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	
No. PARTS REQUIRED 1	SCHEDULE WEIGHT EACH .058
SPECIFICATIONS	
.125 PLATE 24 ST ALCLAD AN-A-12 2 1/2 X 2 1/4 COND-T	



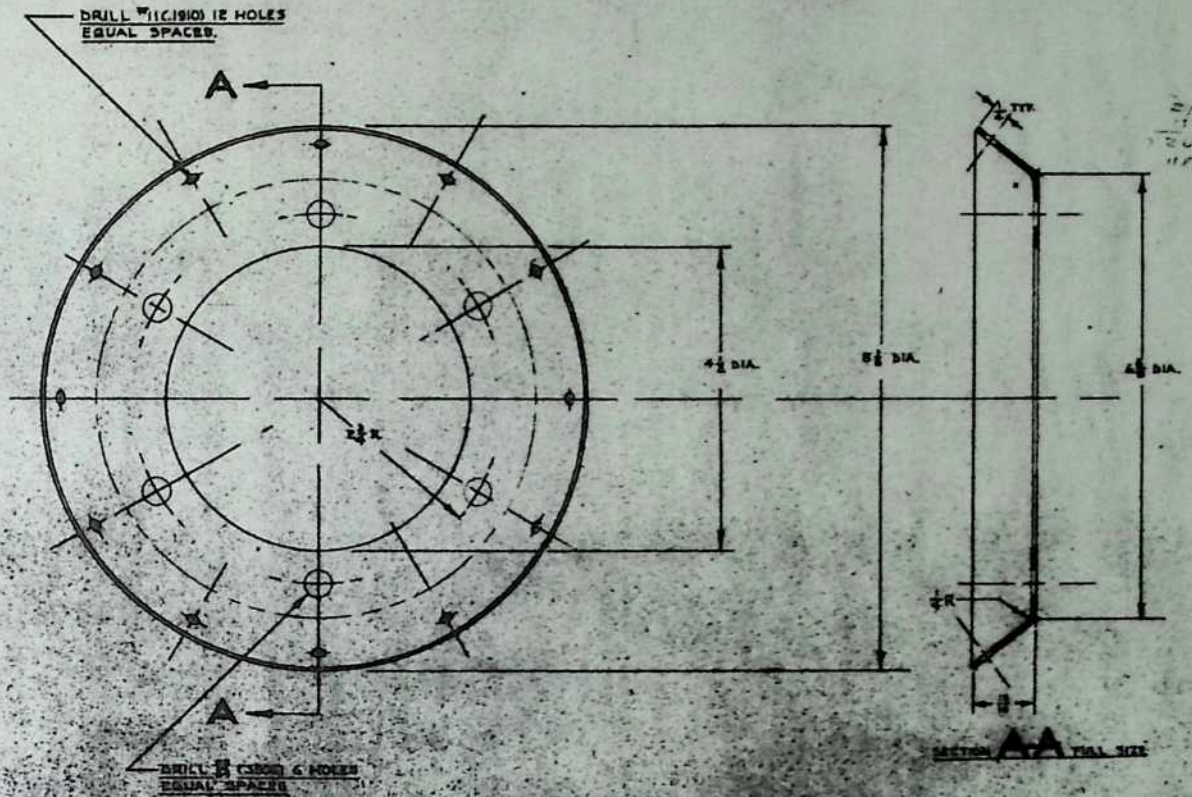
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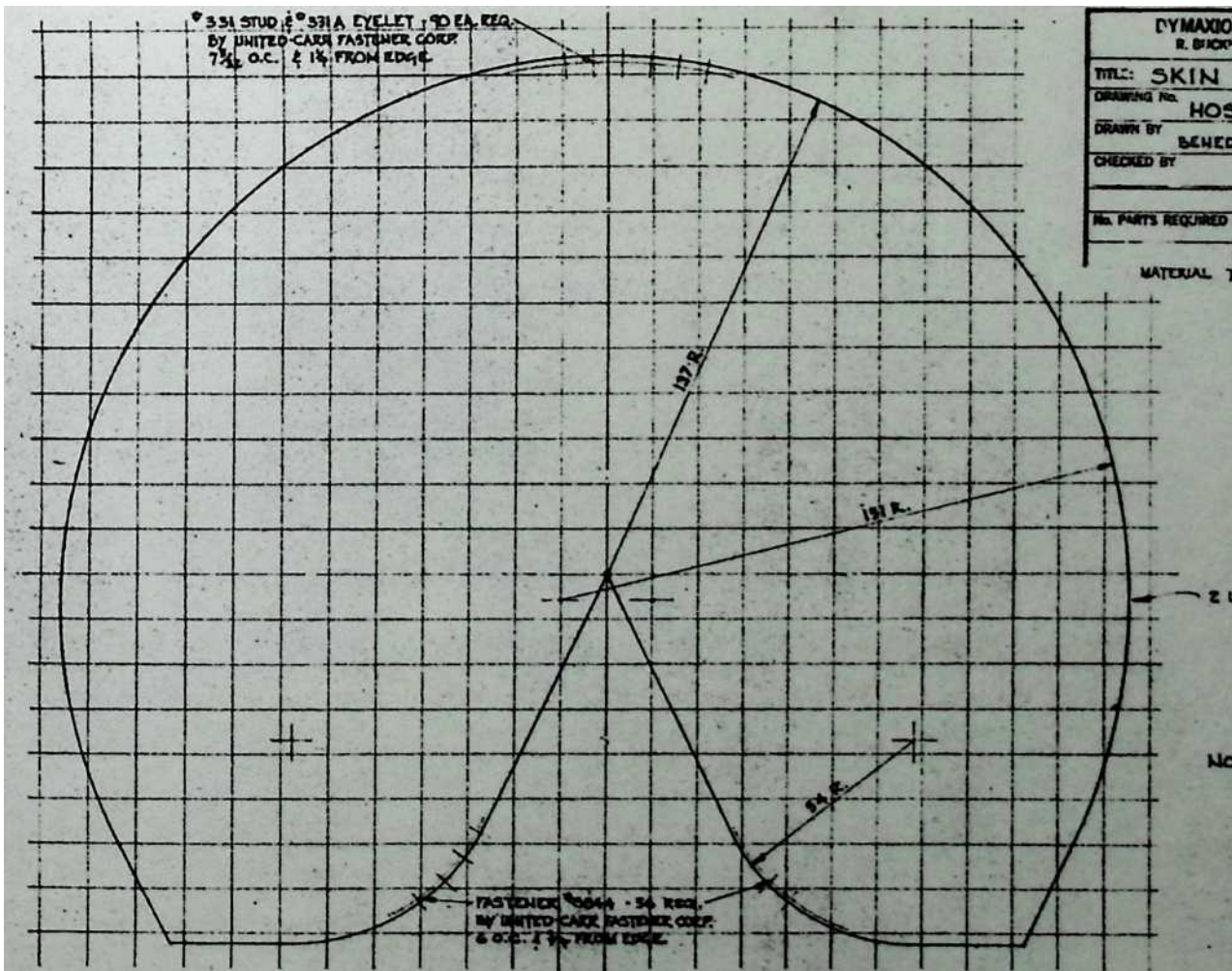


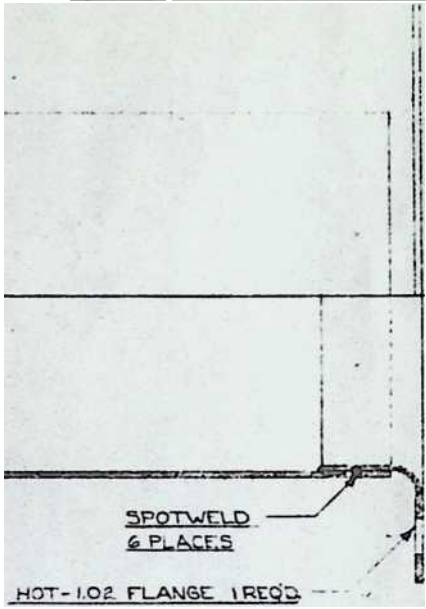
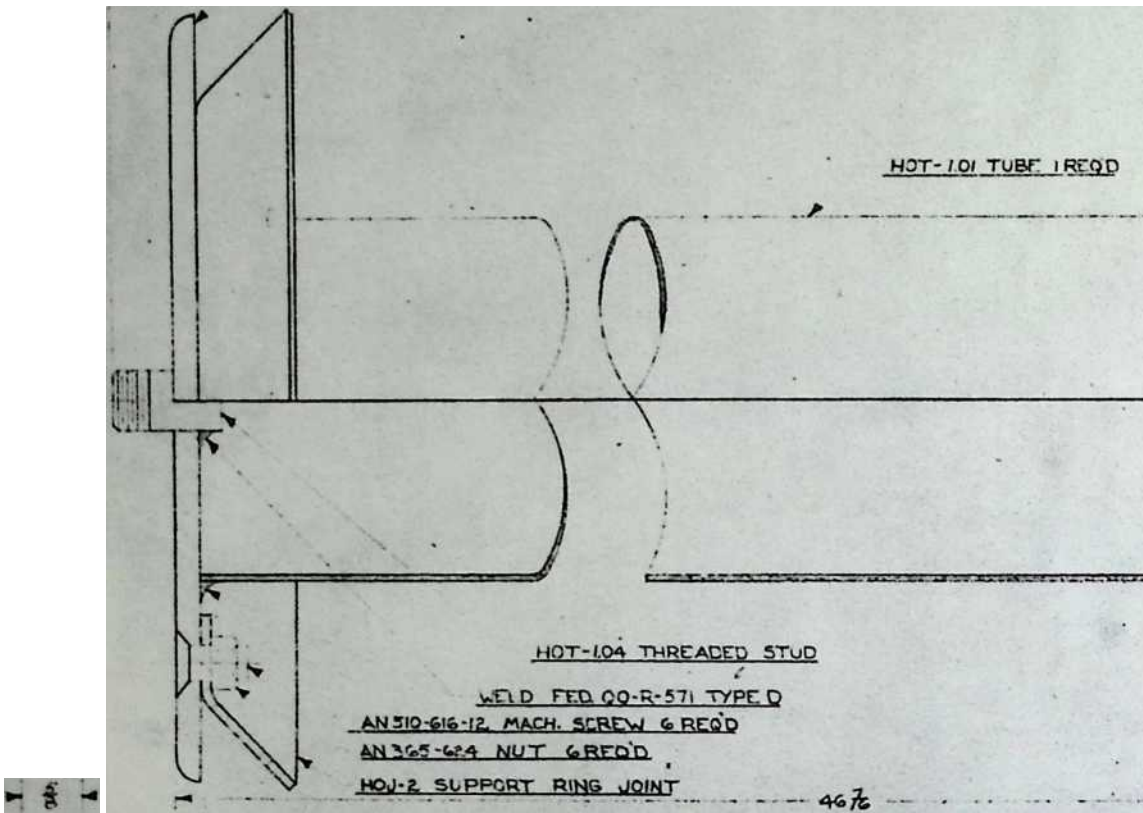
SECTION 1111 KIM

314

CYNAMON DRILLING MACHINE		
TITLE: UPPER SUPPORT RING JO		
DRAWING NO. HDJ-E	NET OF ASBY	1/4
DRAWN BY E ELLIOT	DATE	3-8-55
CHECKED BY	REVISION DATE	
SCHEDULE		
NO. PARTS REQUIRED	WOOD WORK	1.0
SPECIFICATIONS		
DWG SHEET	MILD STEEL	MS 160 (TYPE 1)







SCALE .EL>.1-L_5IZE

TORQUE TUBE AS5EM.

HOT-1 HP

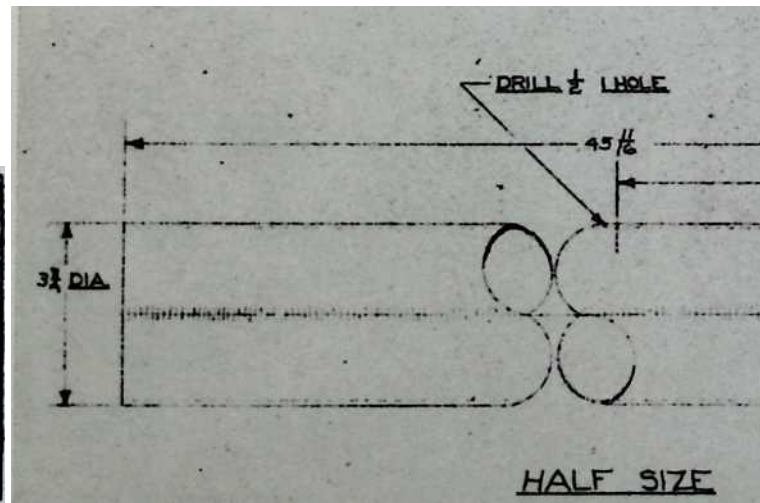
CL SNIDER 3-17-45

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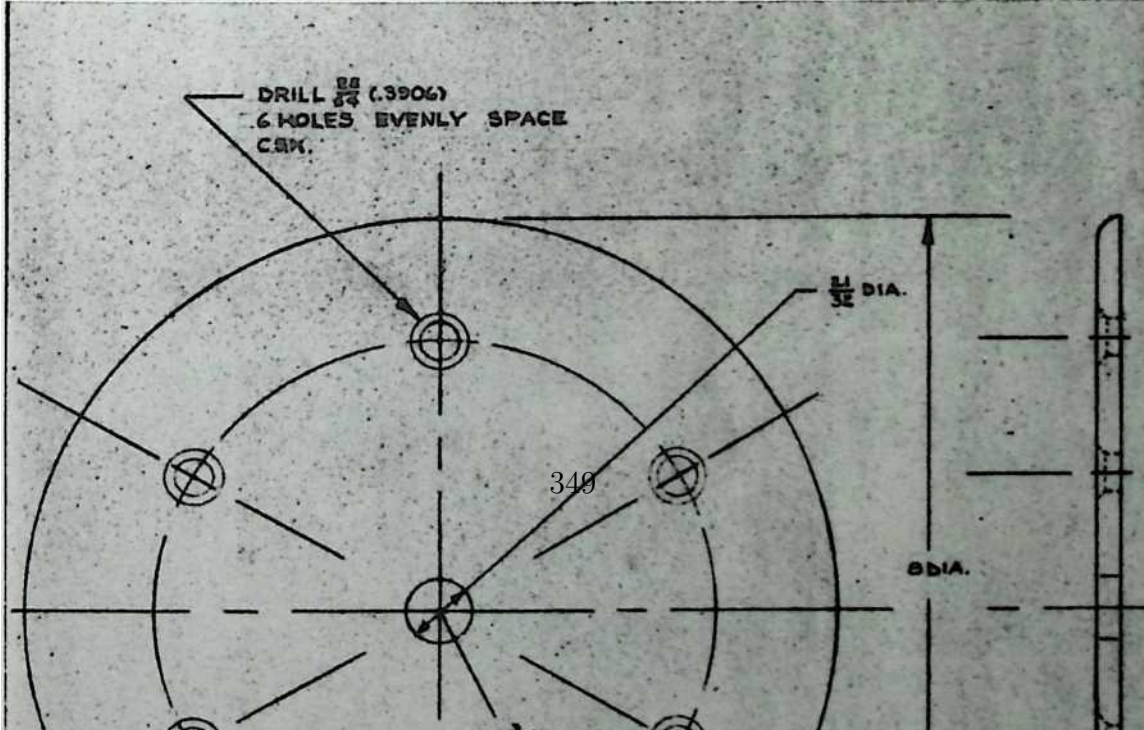
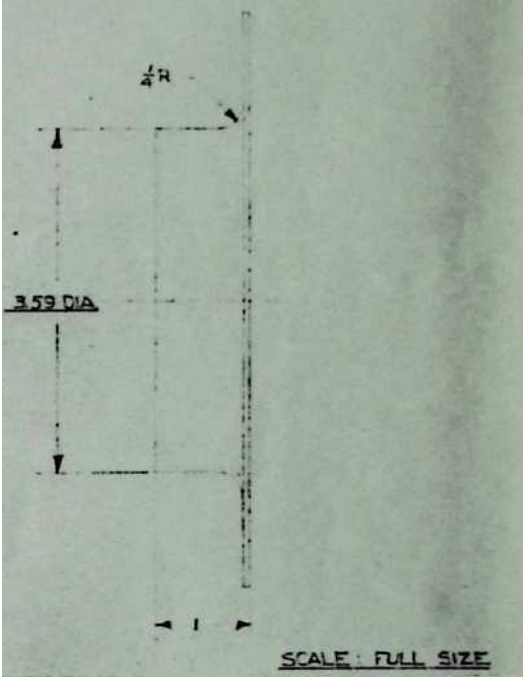
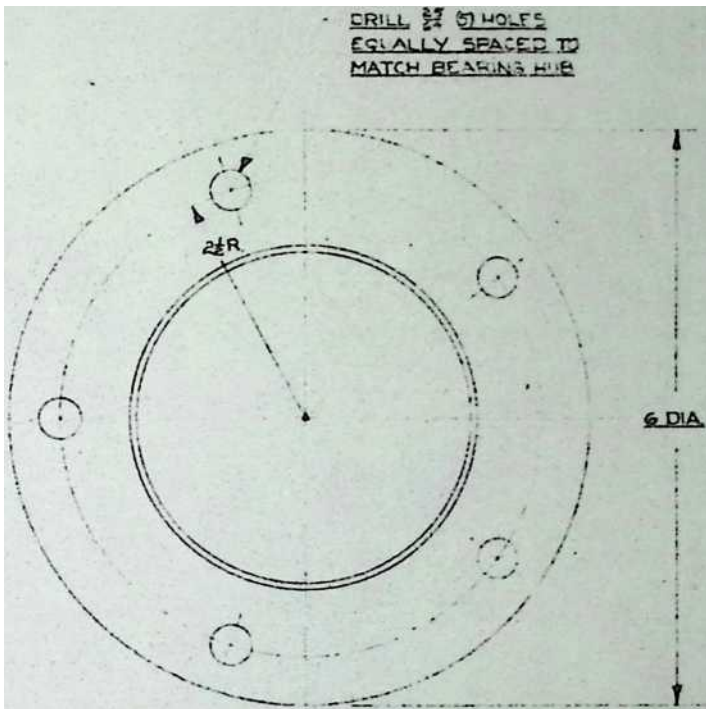
∴ H r ! • ∴ i

SPECIFICATIONS J. J * 1. 0.74

DYNAMION DWELLING MACHINES, INC. R. BUCKINSTER FULLER - CLIFF ENGINE R.		
TITLE: TUBE		
DRAWING No.	HOT-1.01	PART OR ASSY. No.
DRAWN BY	C.L. SNIDER	DATE
CHECKED BY		REVISION DATE
SCHEDULE		
No. PARTS REQUIRED	1	WEIGHT EACH
SPECIFICATIONS		
.064 SHEET	52 S & H ALUM. ALLOY	FED. QQ-A-210 TYPE I FINISH I TEMPER & H

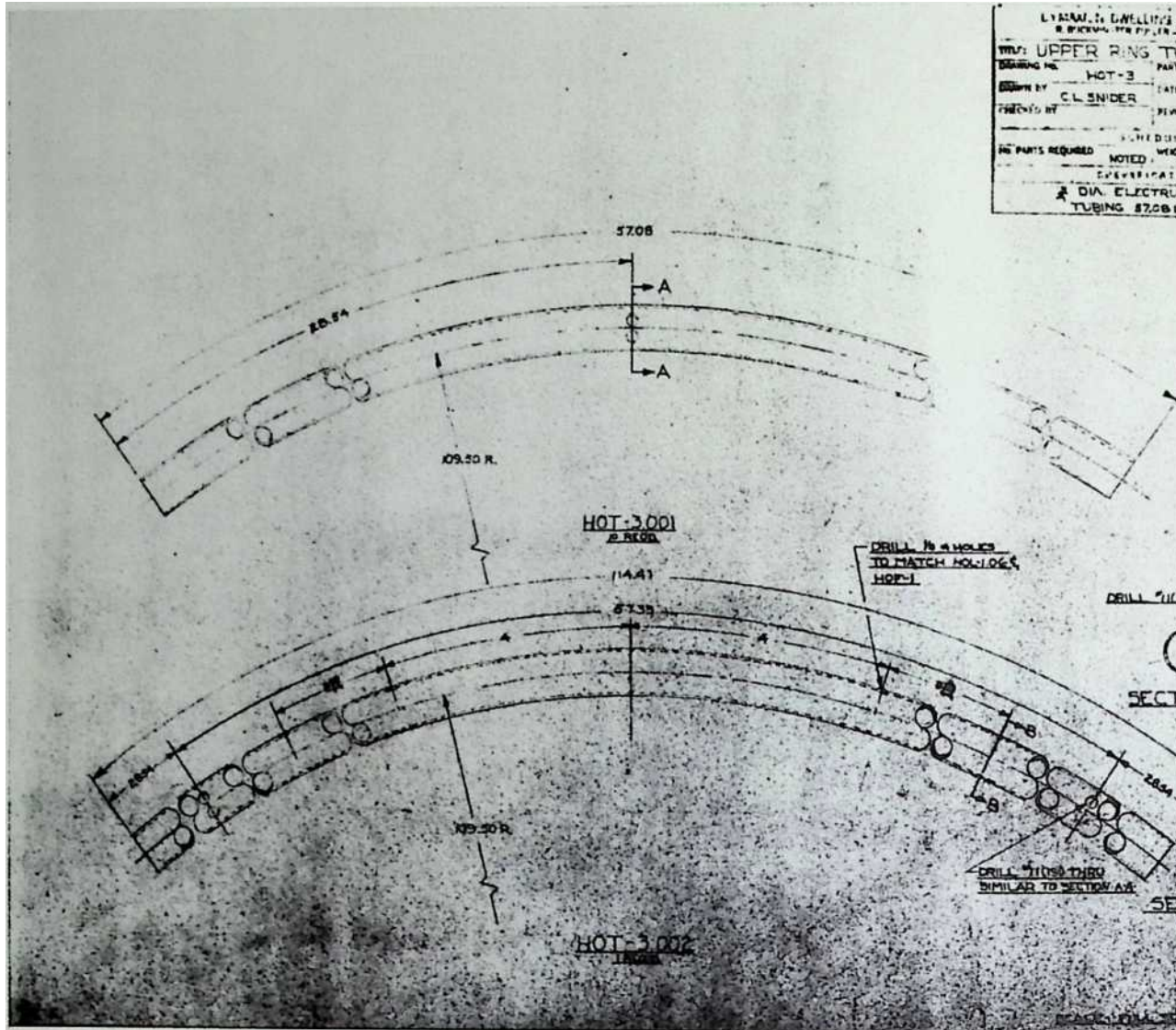


DYNAMON DWELLING
 R. BUCHHEISTER FILLER
 TITLE: **PLATE**
 DRAWING NO. **HDT-102** PART NO. **HDT-102**
 DRAWN BY **E. ELLIOT** DATE **8-14-45**
 CHECKED BY
 .064 SHEET 525 & H ALUM. ALLOY TYP I FINISH Z TEMPER 1/4



DYNAMON DWELLING
 R. BUCHHEISTER FILLER
 TITLE: **PLATE**
 DRAWING NO. **HDT-103**
 DRAWN BY **E. ELLIOT**
 CHECKED BY
 SCHEDULE
 NO. PARTS REQUIRED
 SPECIFICATION
.25 PLATE 525 & H ALUM. ALL

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•' LOUVRE FRAME SUPPORT TUBE

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HOT.- A ; HO

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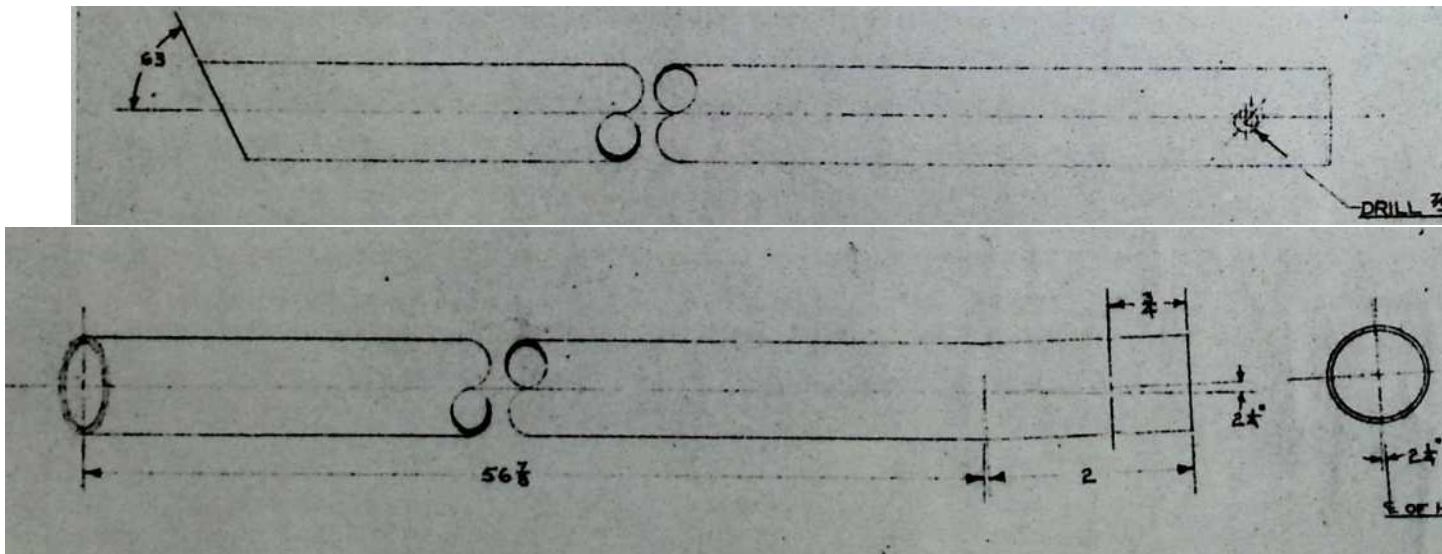
/O.D. TUBE. 035 WALL

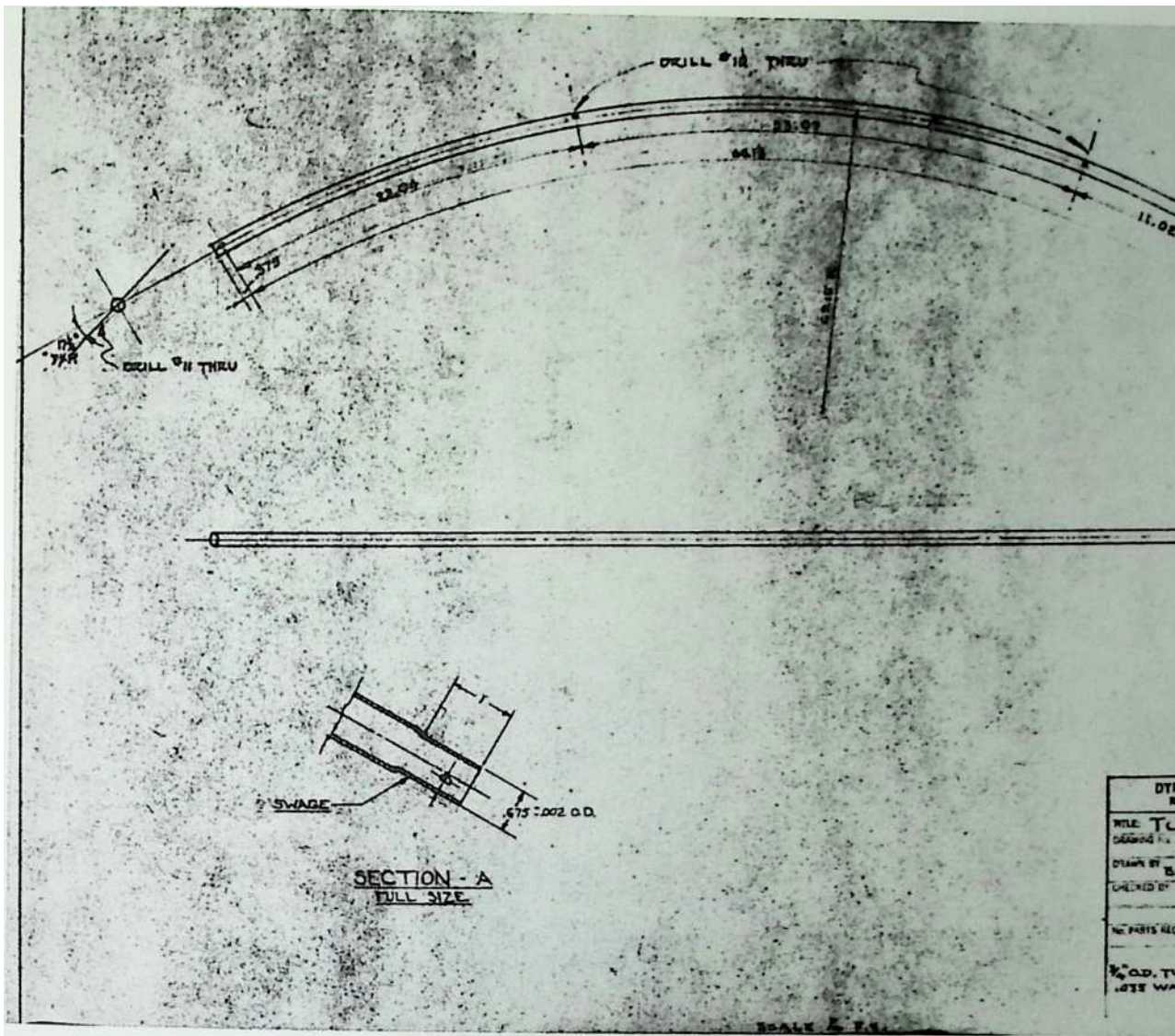
1 ~ ZA ST " ' 1 V/V/-T-7B5 }» ALUrt ALLOT j COND. T

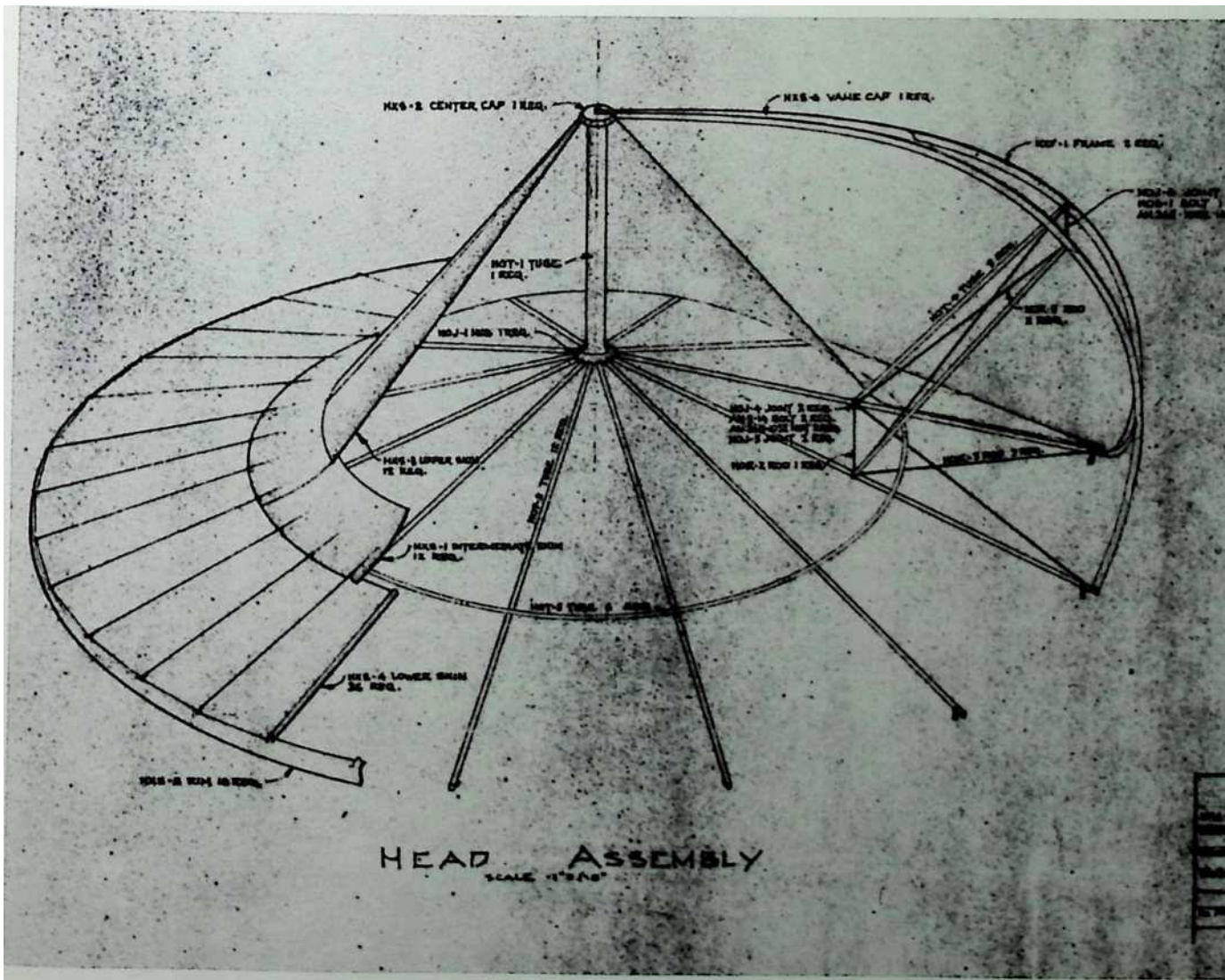
HOT-A.00I AS SHOWN I REQ'D.

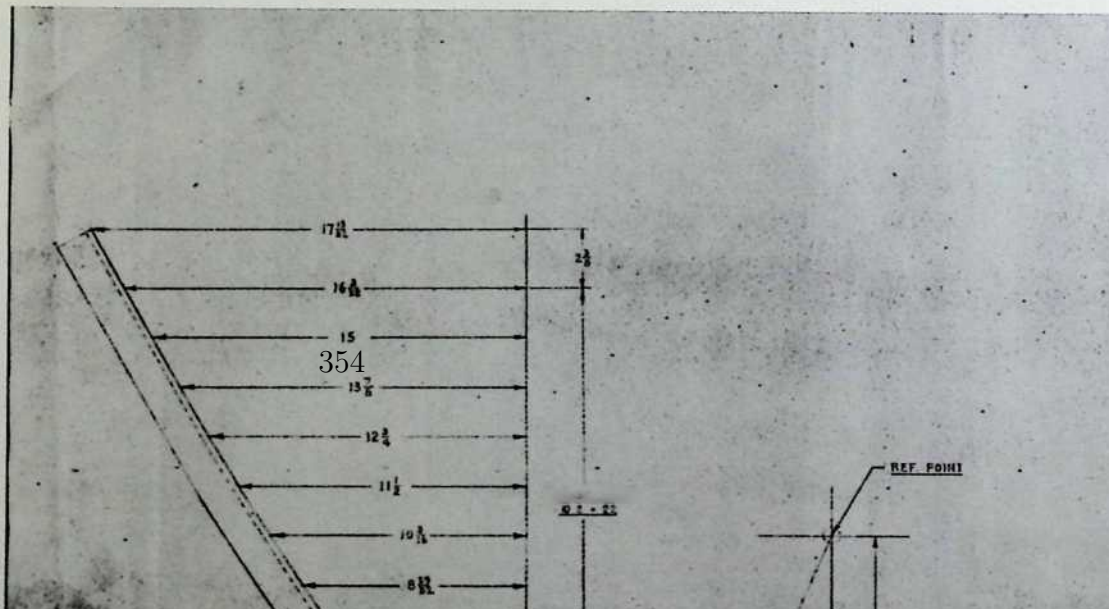
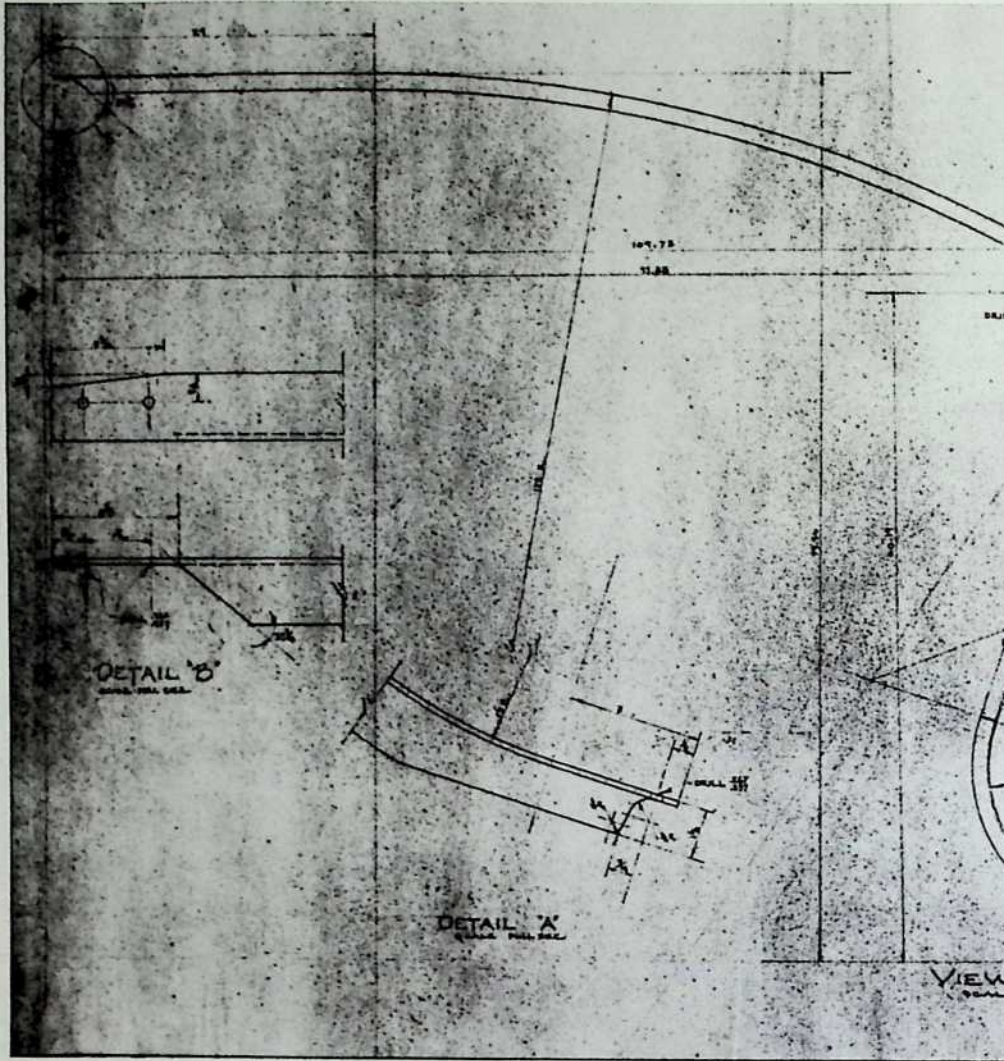
HOT-A.00a OPPOSITE I REQ'D.

SCALE: FULL. 3'ZE

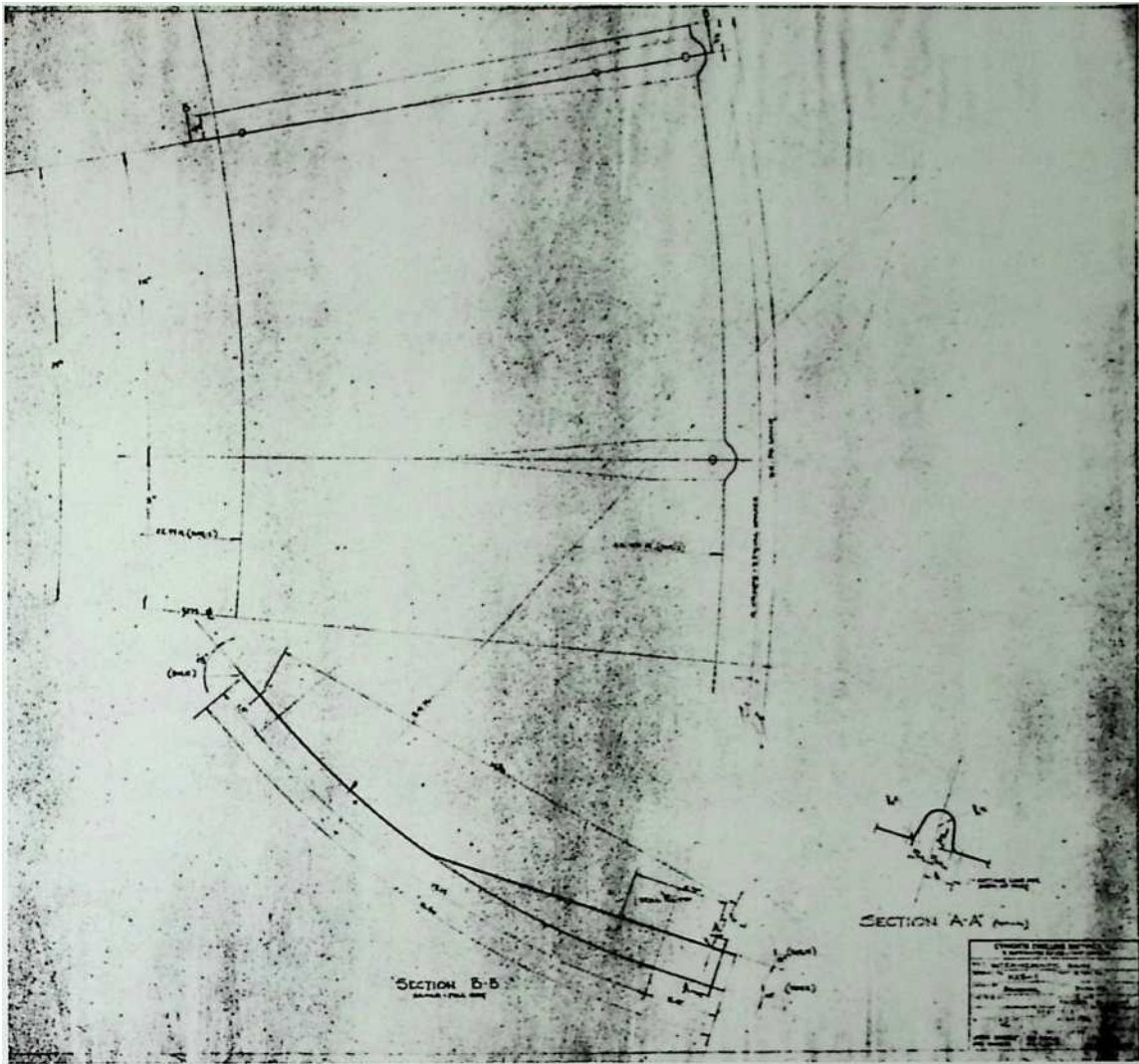


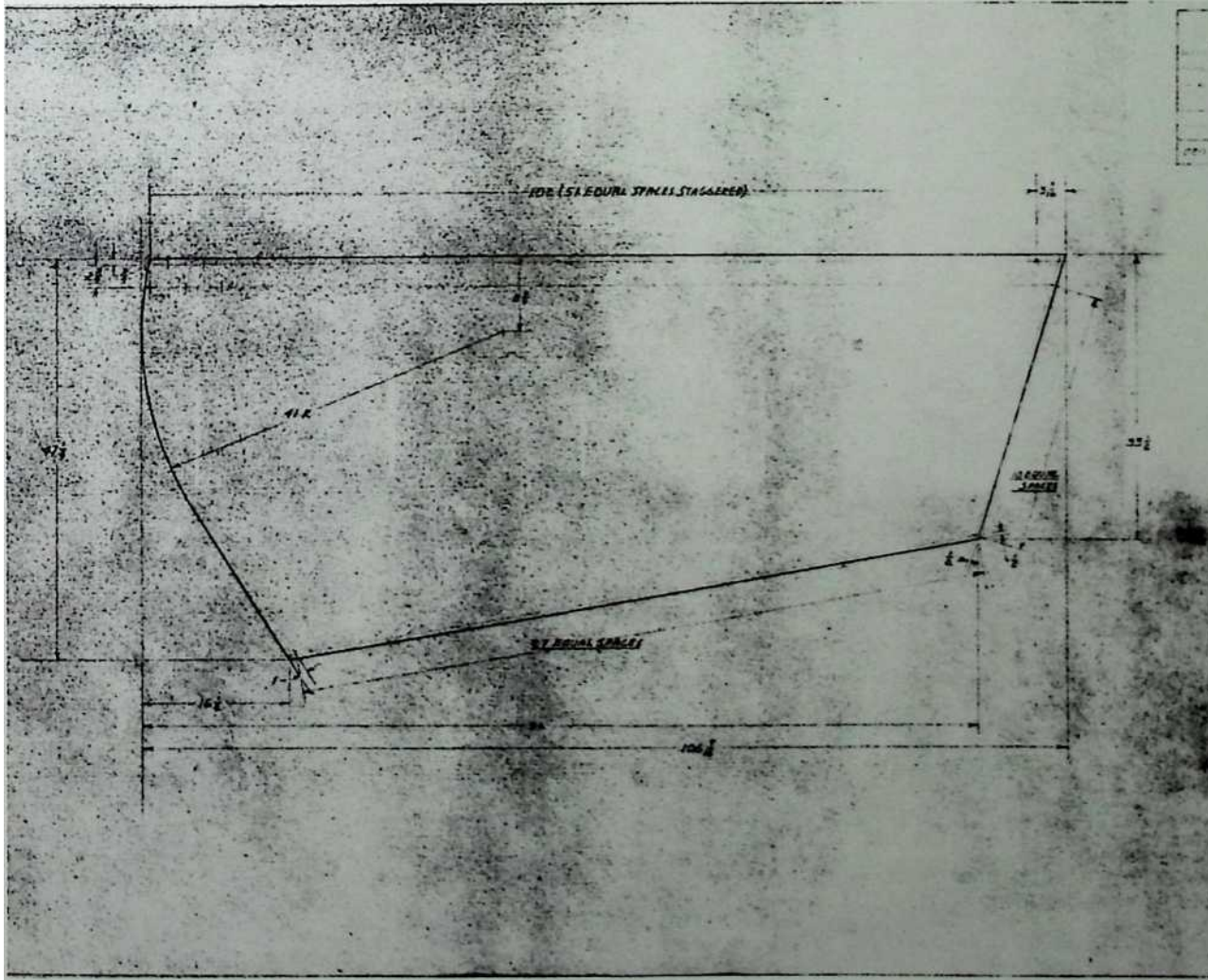


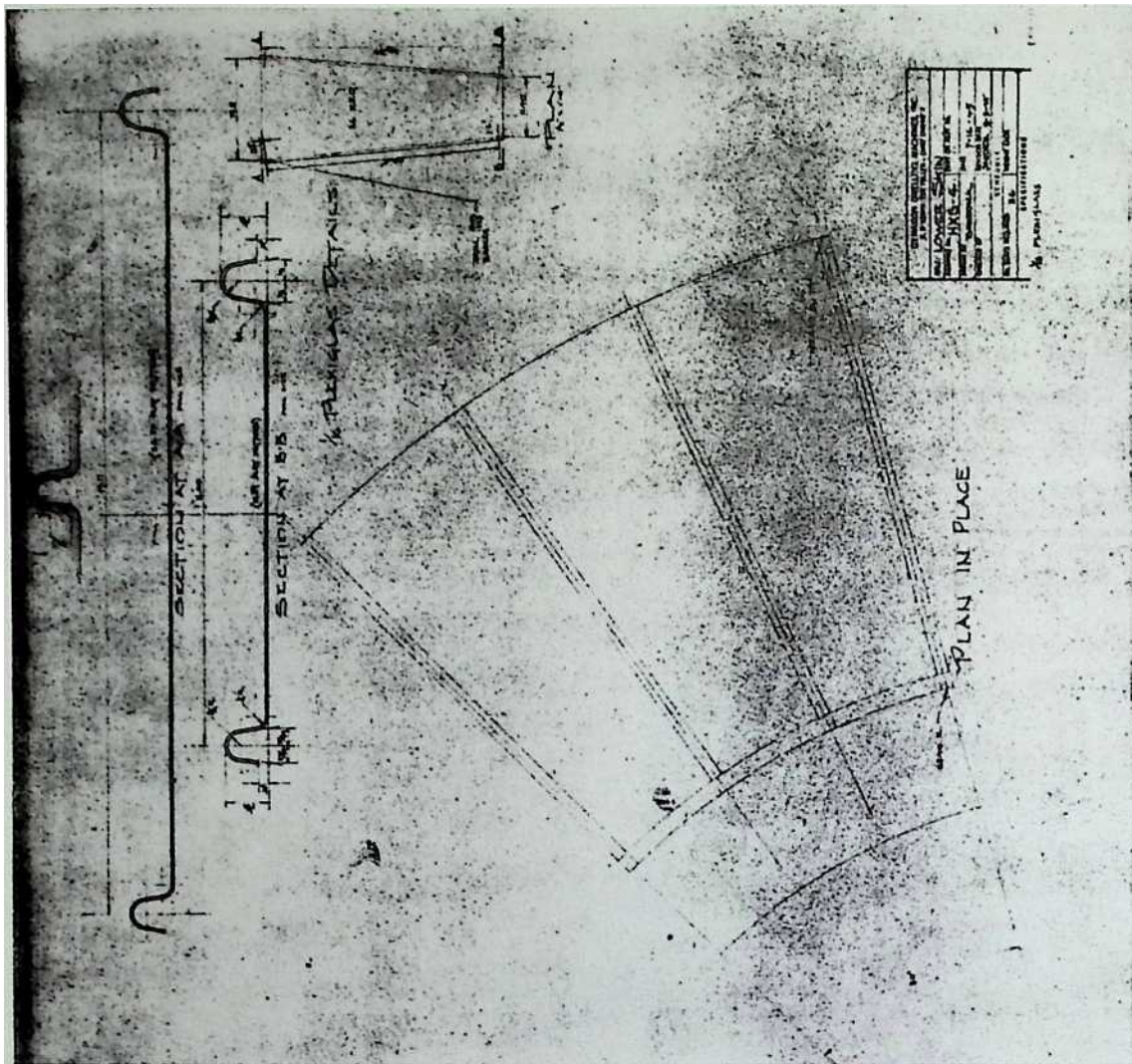




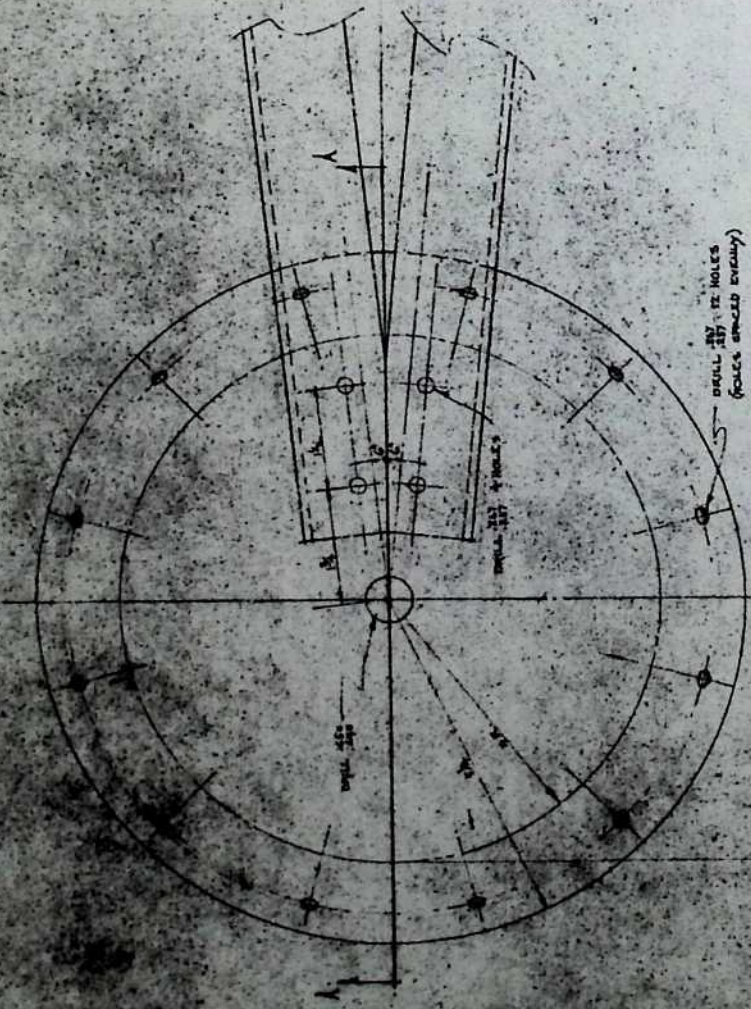
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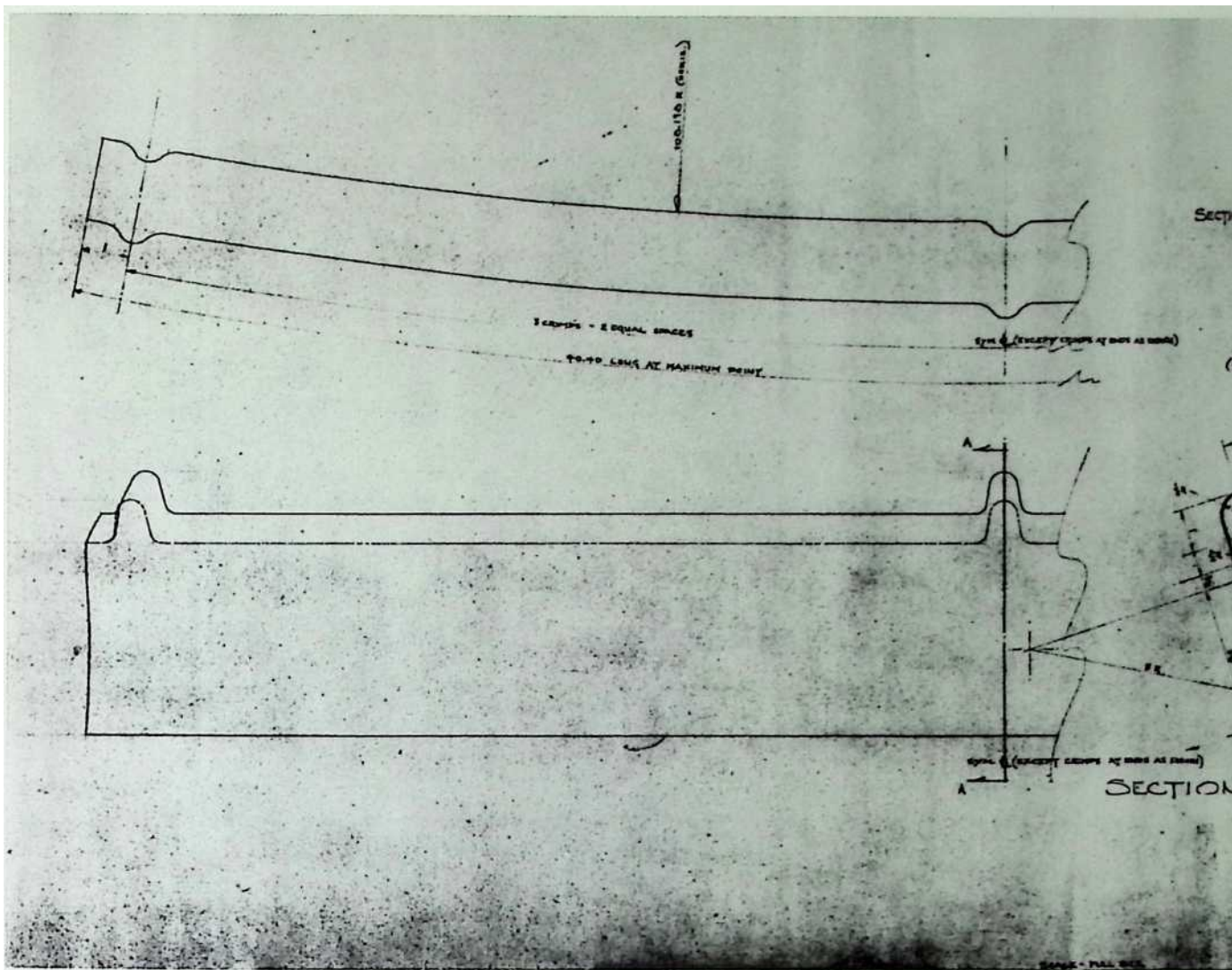


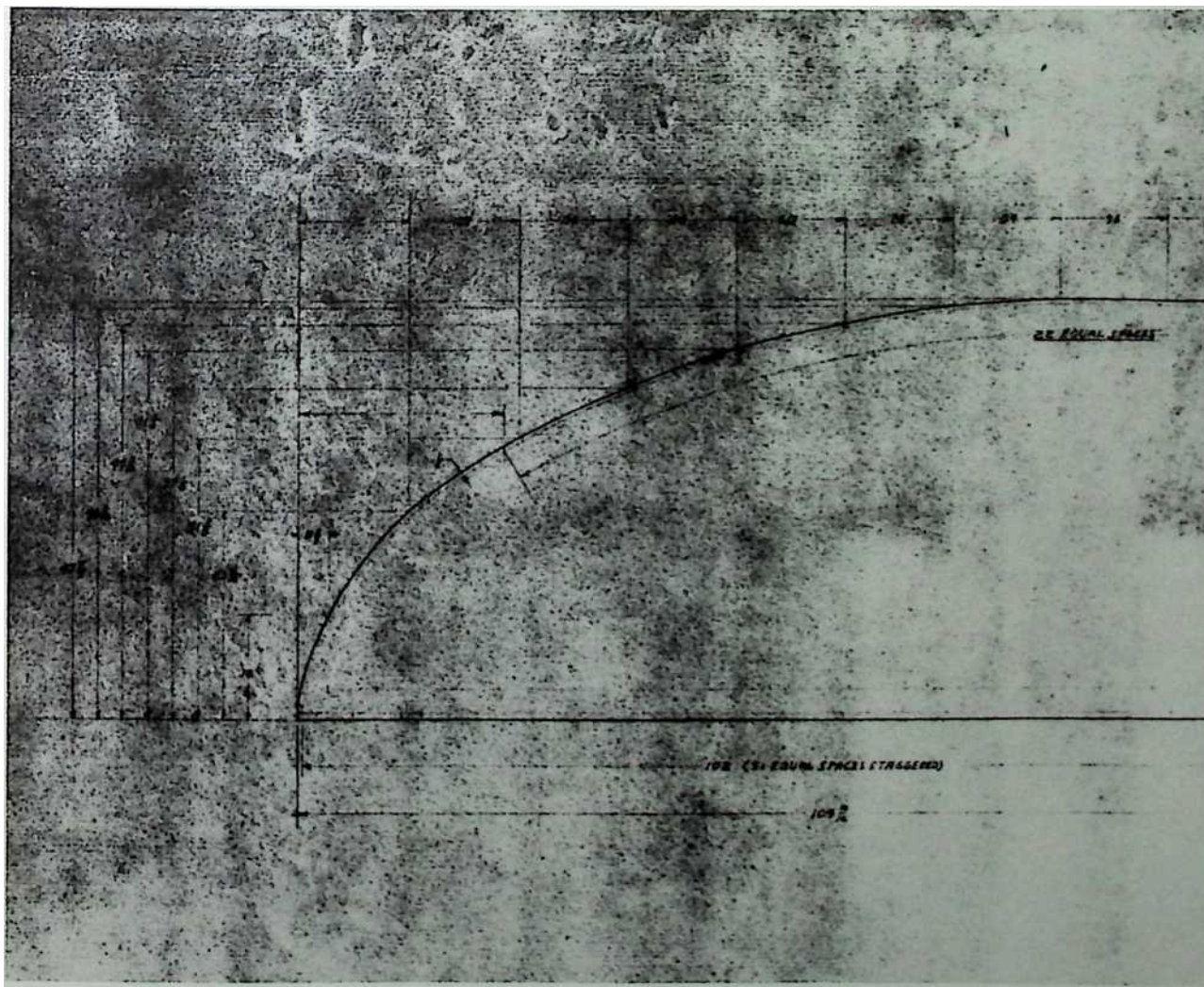


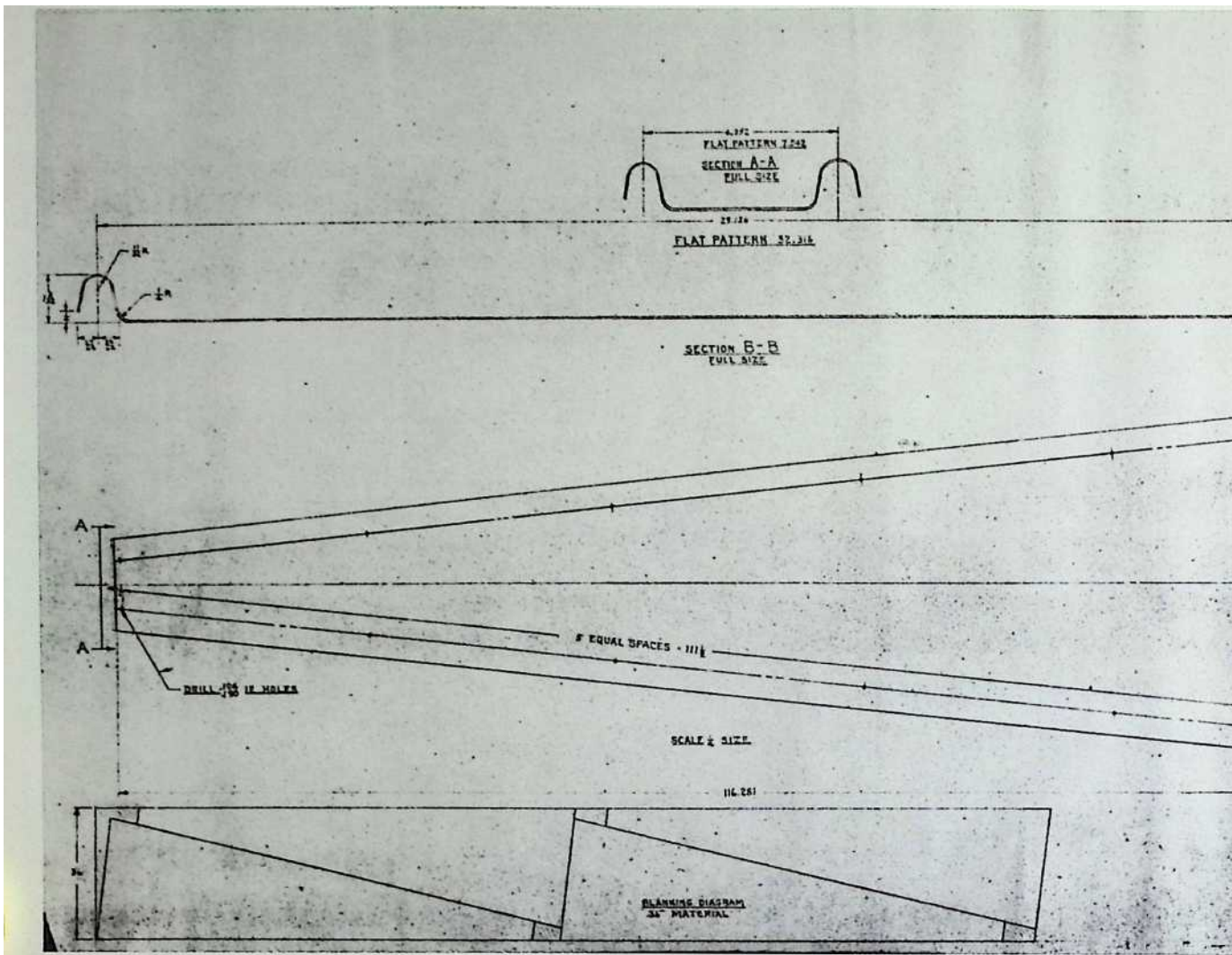


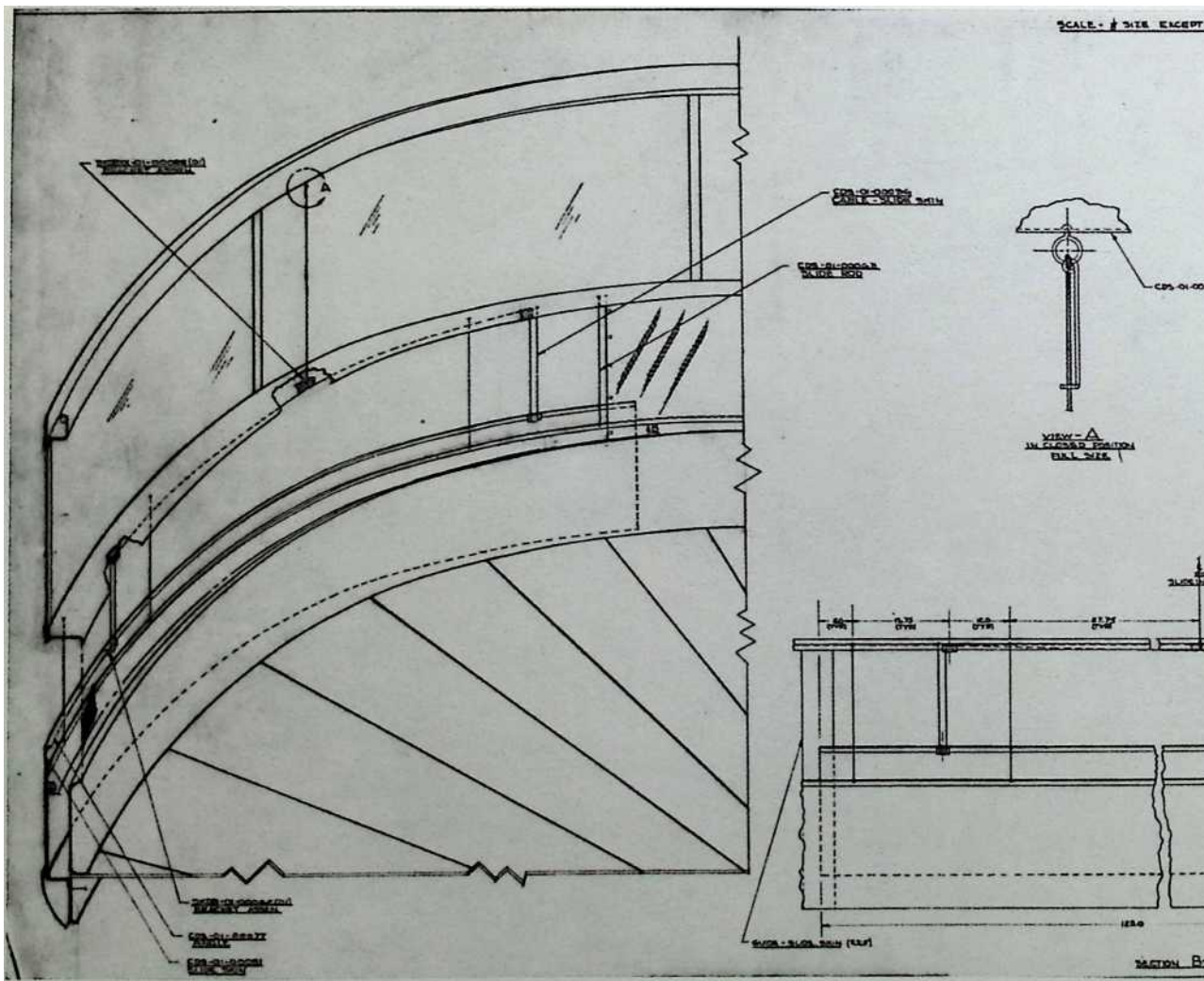
DYNAMOM DRILLING MACHINES, INC. A DIVISION OF HALL'S TOOL & MACHINE CO.	
TYPE CENTER CAP	
DESIGN NO. HKS-2	REV. 07/27/54
DESIGNED BY W. B. BIRCH	DATE 7-13-54
CHECKED BY	REVISION DATE
BY (PART NUMBER)	REVISIONS
NO. 41871	NO. 3841
NO. 37510	NO. 3842
	NO. 3843
	NO. 3844

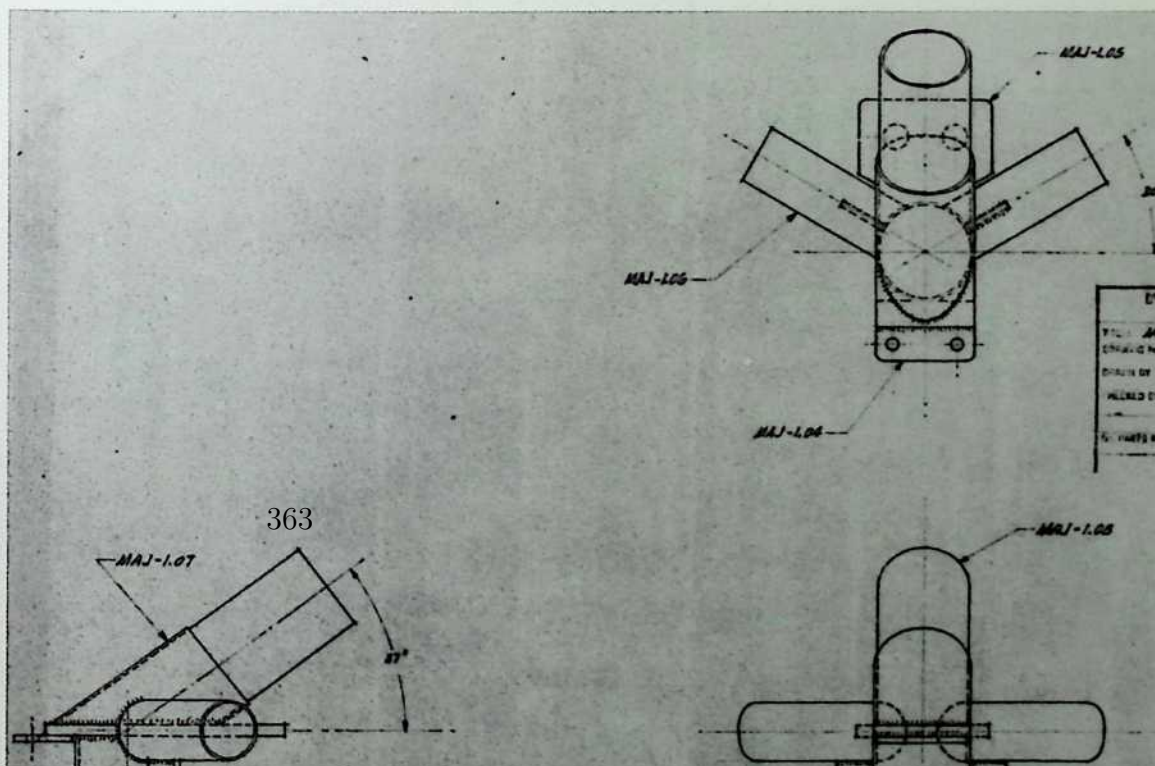
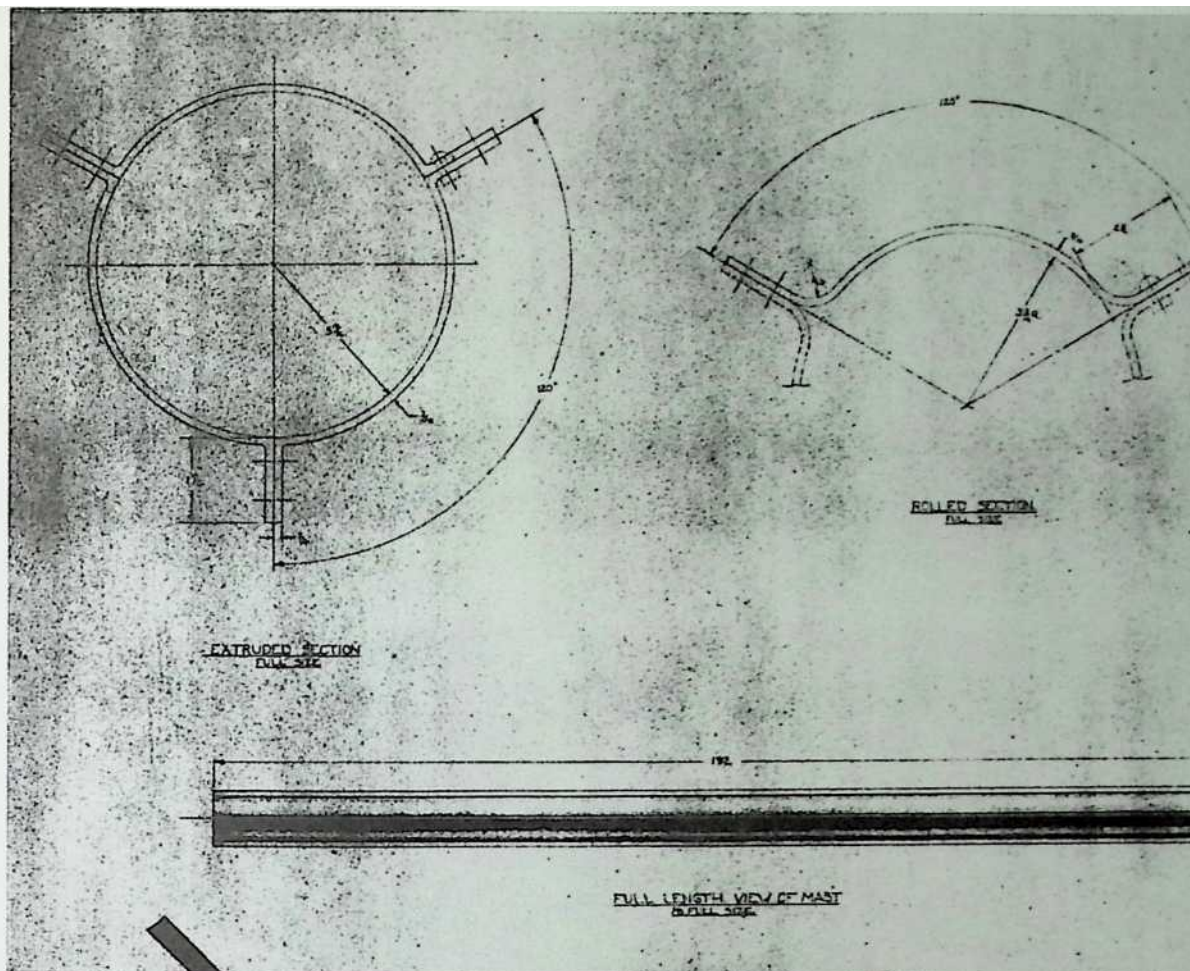






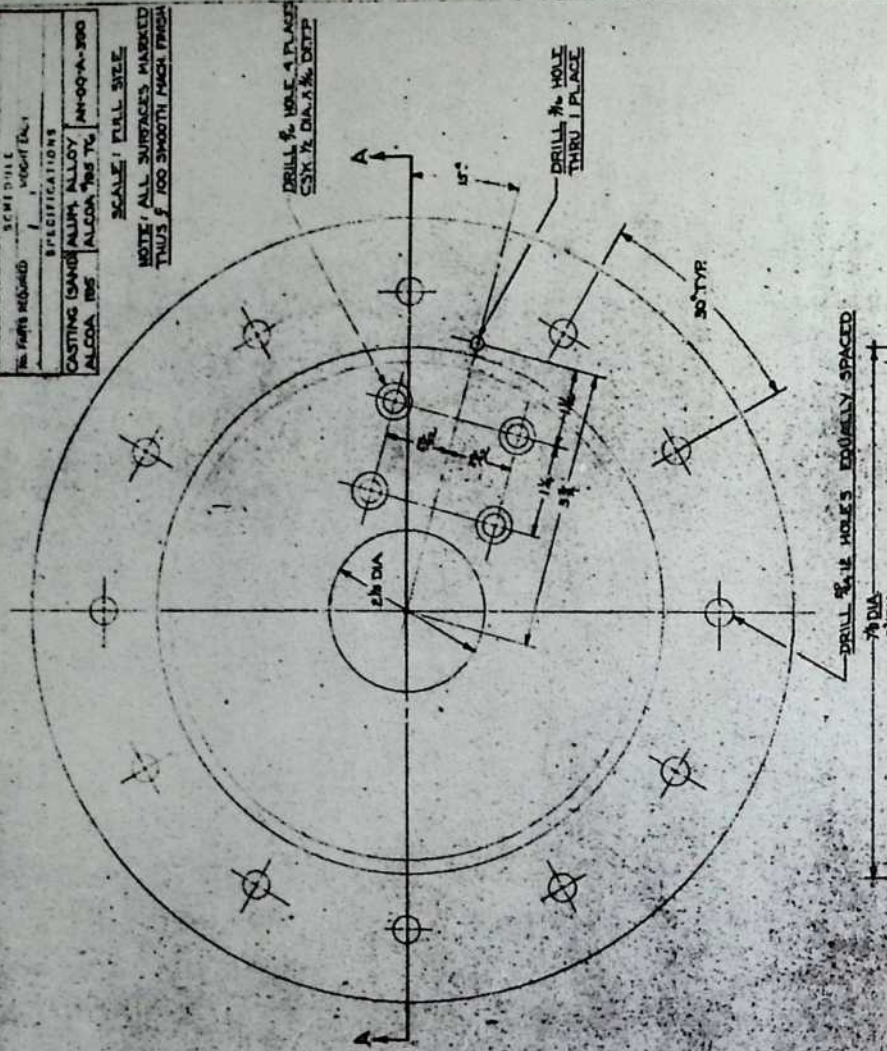






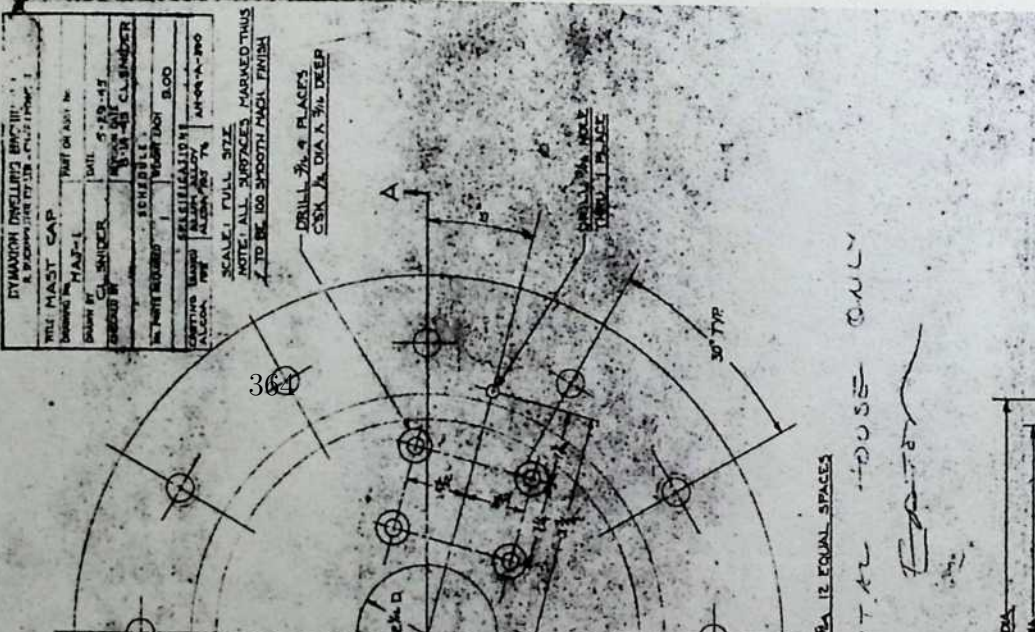
EYEMANON PUMPERS FACILITY			
TITLE: MAST CAP			
DRAWN BY: E. MAJ-1		DATE: 9-17-47	
CHECKED BY: C. SNIDER		APPROVED DATE:	
SCALE: FULL SIZE		MATERIAL: ALUMINUM ALLOY	
SPECIFICATIONS: ALCOA 105			
CASTING (SAND): ALCOA 105 TC			
FINISH REQUIRED: MACH FINISH			
TOLERANCES: UNLESS OTHERWISE SPECIFIED			
SCALE: FULL SIZE			

NOTE: ALL SURFACES MARKED
THUS F TO BE SMOOTH MACH FINISH



EYEMANON PUMPERS FACILITY			
TITLE: MAST CAP			
DRAWN BY: E. MAJ-1		DATE: 9-17-47	
CHECKED BY: C. SNIDER		APPROVED DATE:	
SCALE: FULL SIZE		MATERIAL: ALUMINUM ALLOY	
SPECIFICATIONS: ALCOA 105			
CASTING (SAND): ALCOA 105 TC			
FINISH REQUIRED: MACH FINISH			
TOLERANCES: UNLESS OTHERWISE SPECIFIED			
SCALE: FULL SIZE			

NOTE: ALL SURFACES MARKED THUS
F TO BE SMOOTH MACH FINISH



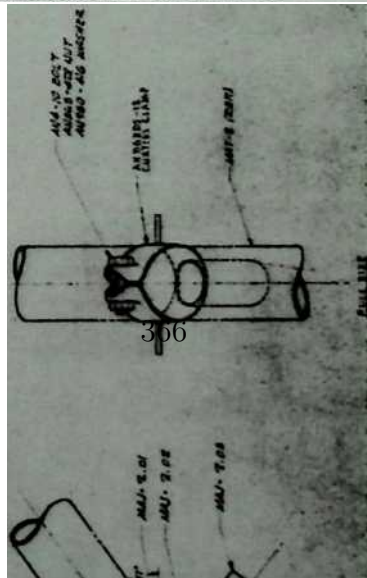
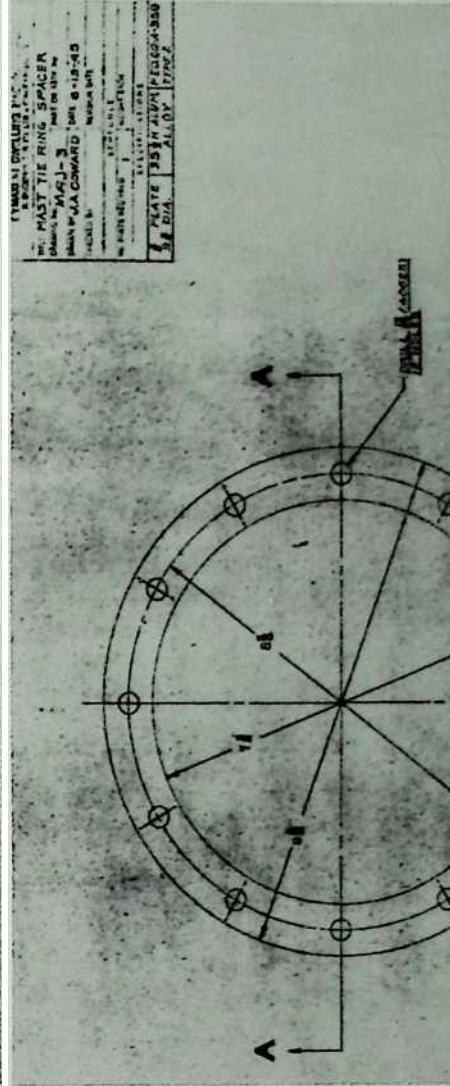
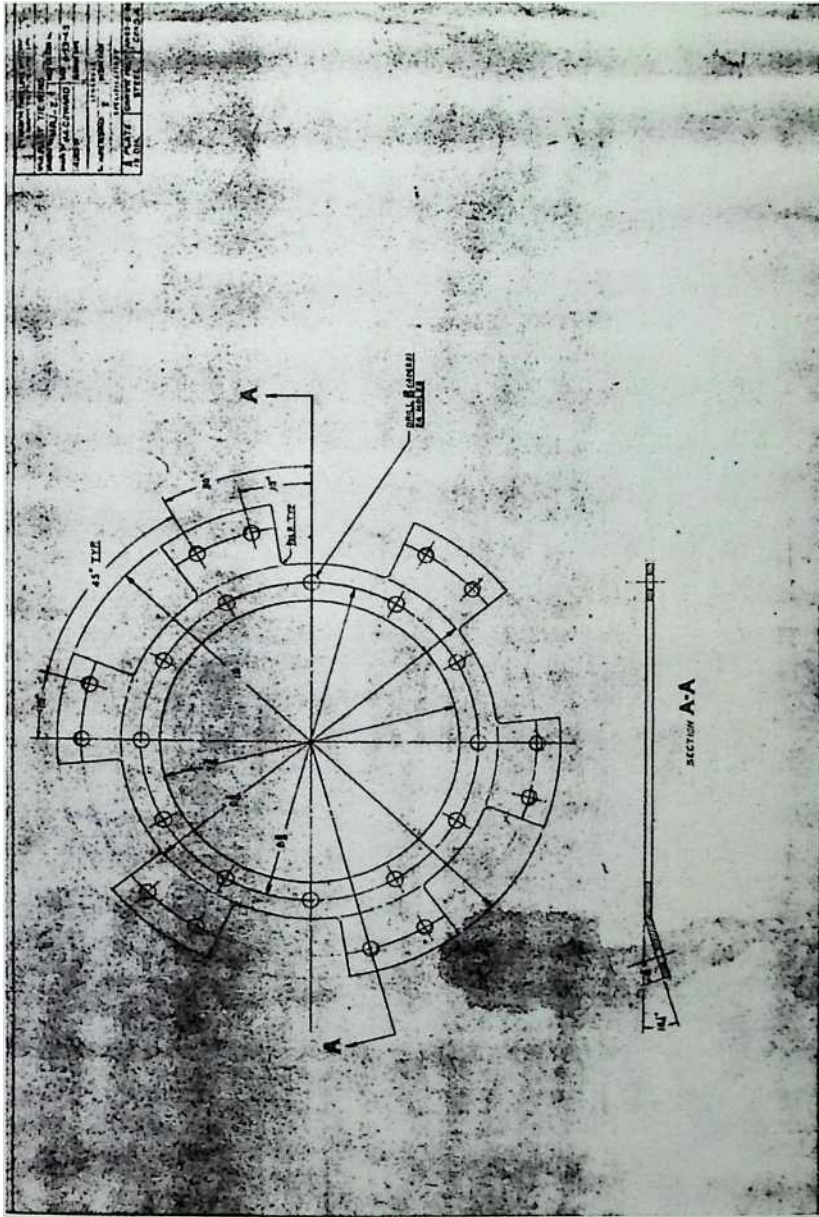
ALL 12 EQUAL SPACES

TAL HOUSE ONLY

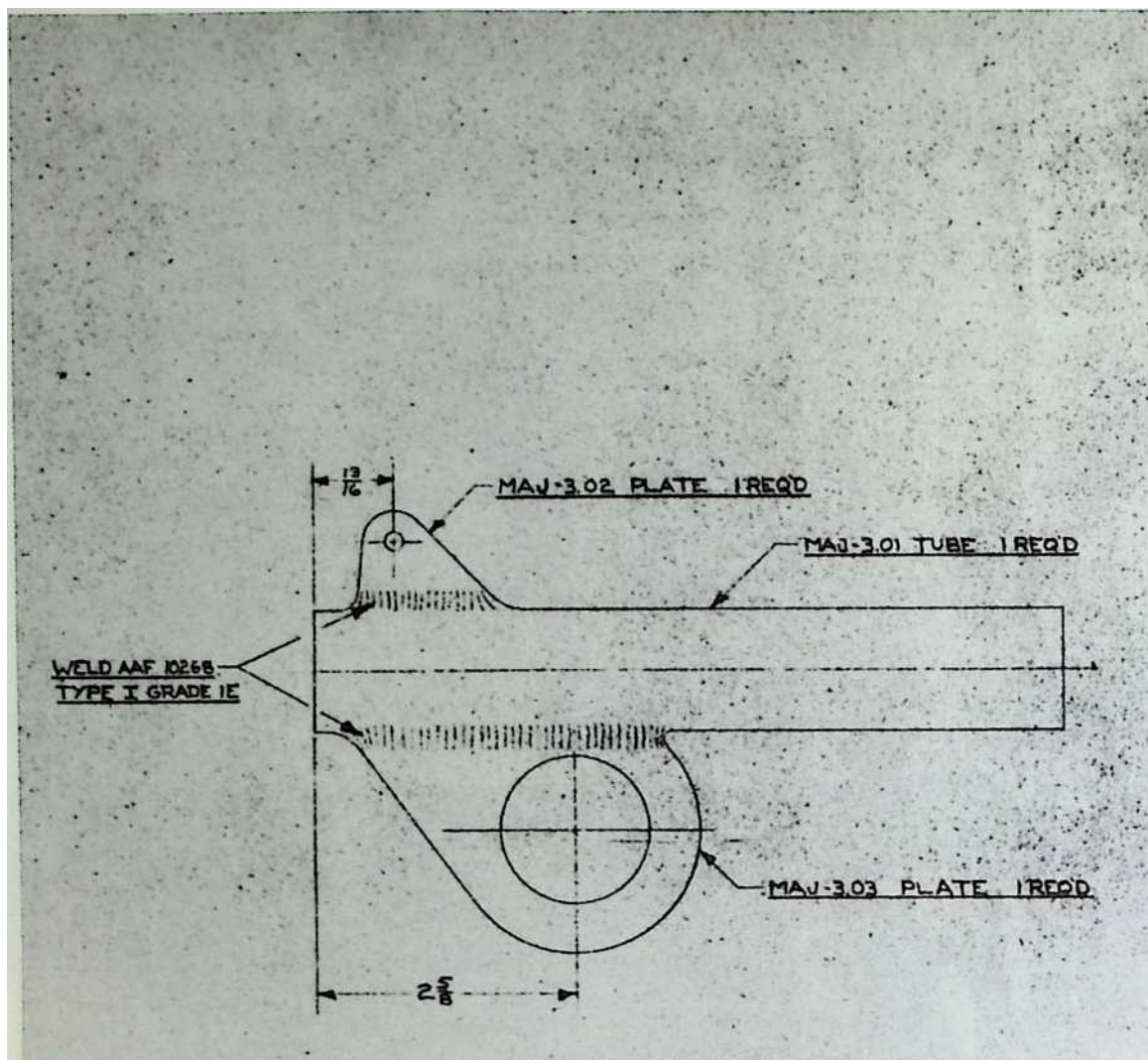
Edgar

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it⁸ » J. i»-



DESIGNED BY	CYRILSON D.
CHECKED BY	R. BUCKHOLSTE
TITLE	HOIST SUPP
PROJECT NO.	MAJ-3
DESIGNED BY	C.L. SNIDER
CHECKED BY	
NO. PARTS REQUIRED	
SIZE	



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| ' * P. f'Li-Eft--'!! . 'F ENO'H'. S''

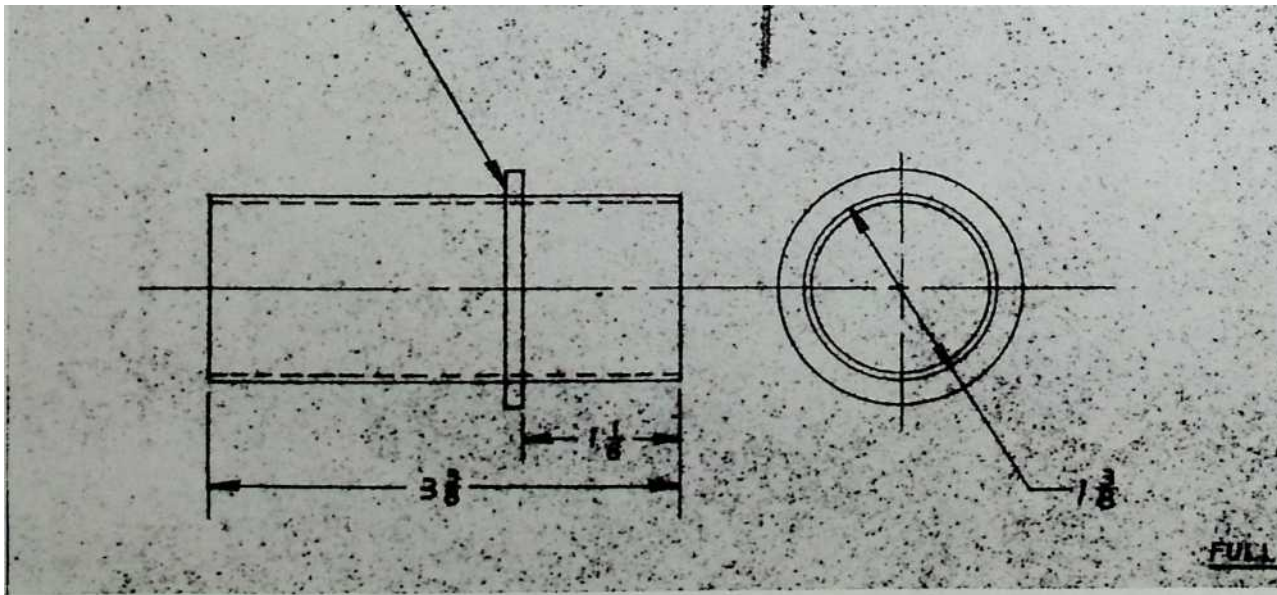
PART OR A£?Y.

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MTE 3-g|_45-

	f CHECKEU JBY	• REVISION
		DATE - '
	< . SCHEDULE	• • •
* - • . ` *- « , , *	?Nc.:PARTS	WEIGHT* EACH
is	REQUIRED g	JQg c
v- HAJ-/.09 . i	' , SPECIFICATIONS	
	laD.TUBr 49 CHFtoME-AIOkYr	
	AH-Vf W'T-B50 WALU 3/LONG S	
	TEEL .. CONDJI.TYPB.T	



FULL 5/ZE , . . • 4 ?!&

DYNAMAXION DWELLING MACHINES, INC.
R. BICKNELL TRIPPLER - CHIEF ENGINEER

TITLE: LUG

DRAWING NO. MAJ-102 PART OR ASSY. NO.

DRAWN BY J.A. COWARD DATE 3-21-45

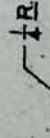
CHECKED BY

NO. PARTS REQUIRED 120 WEIGHT EACH .01

SPECIFICATIONS

1/8" SHEET OR STRIP CHROME-MOLY AN-QQ-S-685 COND. N
1/2" X 1/2" LONG STEEL

DRILL #12 (.1897)
HOLE



369

FULL SIZE

DYNAMAXION DWELLING MACHINES, INC.
R. BICKNELL TRIPPLER - CHIEF ENGINEER

TITLE: LUG

DRAWING NO. MAJ-104 PART OR ASSY. NO.

DRAWN BY J.A. COWARD DATE 3-26-45

CHECKED BY

NO. PARTS REQUIRED 6 WEIGHT EACH .02

SPECIFICATIONS

1/8" SHEET OR STRIP CHROME-MOLY AN-QQ-S-685 COND. N
1/2" X 1/2" LONG STEEL

DYNAMAXION DWELLING MACHINES, INC.
R. BICKNELL TRIPPLER - CHIEF ENGINEER

TITLE: TUBE

DRAWING NO. MAJ-103 PART OR ASSY. NO.

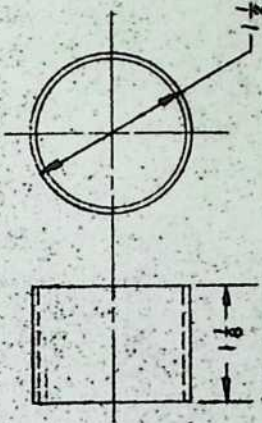
DRAWN BY J.A. COWARD DATE 3-21-45

CHECKED BY

NO. PARTS REQUIRED 6 WEIGHT EACH .08

SPECIFICATIONS

1/8" O.D. TUBE .058 CHROME-MOLY AN-WW-T-850 COND. N TYPE I
1/2" WALL 1/2" LONG STEEL



FULL SIZE

DYNAMAXION DWELLING MACHINES, INC.
R. BICKNELL TRIPPLER - CHIEF ENGINEER

TITLE: LUG

DRAWING NO. MAJ-105 PART OR ASSY. NO.

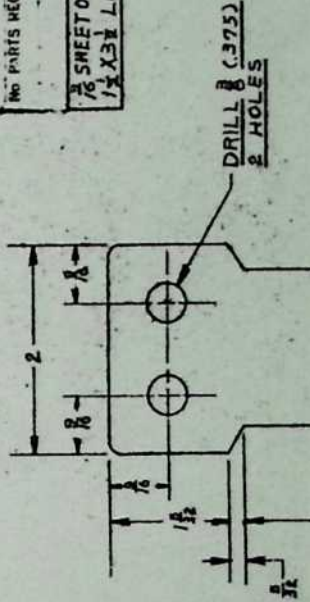
DRAWN BY J.A. COWARD DATE 3-26-45

CHECKED BY

NO. PARTS REQUIRED 6 WEIGHT EACH .55

SPECIFICATIONS

1/8" SHEET OR STRIP CHROME-MOLY AN-QQ-S-685 COND. N
1/2" X 3/4" LONG STEEL



FULL SIZE

LYMAXION DWELLING MACHINING CO., INC.
R. BIRCHMOUNT, PITTSBURGH, PA.

TITLE: **DRUM TUBE**

DRAWING NO. **MAJ-106** PART OR ASSY. NO.

DRAWN BY **J.A. COWARD** DATE **3-21-45**

CHECKED BY

REVISION DATE

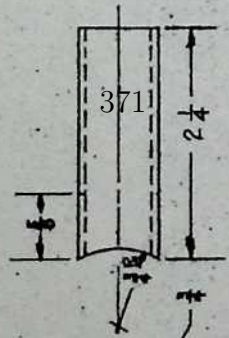
SCHEDULE

NO. PARTS REQUIRED **12** WEIGHT EACH **.09**

SPECIFICATIONS

3 ELECTRUNITE TUBING
2 1/2 LONG

FULL SIZE



LYMAXION DWELLING MACHINING CO., INC.
R. BIRCHMOUNT, PITTSBURGH, PA.

TITLE: **TUBE**

DRAWING NO. **MAJ-107** PART OR ASSY. NO.

DRAWN BY **J.A. COWARD** DATE **3-21-45**

CHECKED BY

REVISION DATE

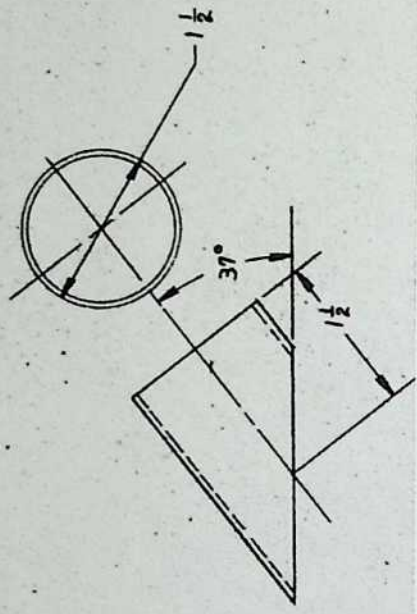
SCHEDULE

NO. PARTS REQUIRED **6** WEIGHT EACH **.111**

SPECIFICATIONS

1 1/2 O.D. TUBE
1875 WALL **2 1/2** LONG
CHROME-MOLY STEEL
AN-WW-T-850
COND.N. TYPE I

FULL SIZE



LYMAXION DWELLING MACHINING CO., INC.
R. BIRCHMOUNT, PITTSBURGH, PA.

TITLE: **TUBE**

DRAWING NO. **MAJ-108** PART OR ASSY. NO.

DRAWN BY **J.A. COWARD** DATE **3-22-45**

CHECKED BY

REVISION DATE

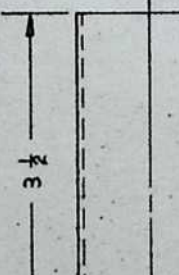
SCHEDULE

NO. PARTS REQUIRED **6** WEIGHT EACH **.20**

SPECIFICATIONS

1 1/2 O.D. TUBE
1875 WALL **2 1/2** LONG
CHROME-MOLY STEEL
AN-WW-T-850
COND.N. TYPE I

FULL SIZE



LYMAXION DWELLING MACHINING CO., INC.
R. BIRCHMOUNT, PITTSBURGH, PA.

TITLE: **RING**

DRAWING NO. **MAJ-109** PART OR ASSY. NO.

DRAWN BY **J.A. COWARD** DATE **3-22-45**

CHECKED BY

REVISION DATE

SCHEDULE

NO. PARTS REQUIRED **30** WEIGHT EACH **.01**

SPECIFICATIONS

1 1/2 O.D. TUBE
1875 WALL **2 1/2** LONG
CHROME-MOLY STEEL
AN-WW-T-850
COND.N. TYPE I



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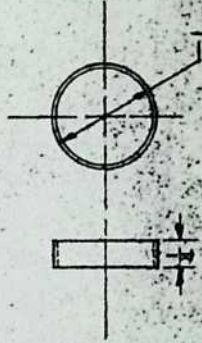
IL.

DYNAMION DWELLING MACHINES, INC. R. BUCKMASTER FULLER - CHIEF ENGINEER	
TITLE: LUG	
DRAWING No. MAJ-201	PART OR ASSY. No.
DRAWN BY J.A. COWARD	DATE 3-23-45
CHECKED BY	REVISION DATE
No. PARTS REQUIRED 12	SCHEDULE
WEIGHT EACH .01	
SPECIFICATIONS	
094 SHEET OR STRIP CHROME-MOLY	AN-QQ-S-685
1/2 X 3/8 LONG	STEEL
	CONDN.

373

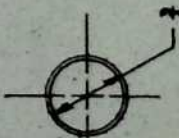
DYNAMION DWELLING MACHINES, INC. R. BUCKMASTER FULLER - CHIEF ENGINEER	
TITLE: ELECTRONITE TUBING	
DRAWING No. MAJ-205	PART OR ASSY. No.
DRAWN BY J.A. COWARD	DATE 3-23-45
CHECKED BY	REVISION DATE
No. PARTS REQUIRED 6	SCHEDULE
WEIGHT EACH .08	
SPECIFICATIONS	
2 1/2 LONG	

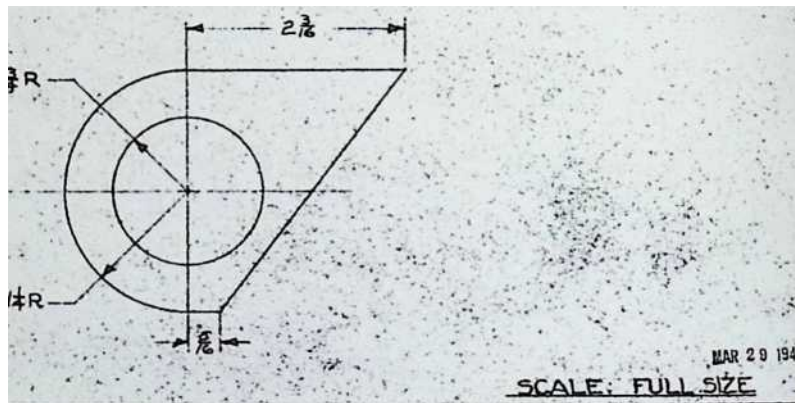
DYNAMION DWELLING MACHINES, INC. R. BUCKMASTER FULLER - CHIEF ENGINEER	
TITLE: RING	
DRAWING No. MAJ-202	PART OR ASSY. No.
DRAWN BY J.A. COWARD	DATE 3-23-45
CHECKED BY	REVISION DATE
No. PARTS REQUIRED 6	SCHEDULE
WEIGHT EACH .01	
SPECIFICATIONS	
1/4 O.D. TUBE	CHROME-MOLY
.035 WALL 1/2 LONG	STEEL
	AN-WW-T-850
	CONDN TYPE I



FULL SIZE

DYNAMION DWELLING MACHINES, INC. R. BUCKMASTER FULLER - CHIEF ENGINEER	
TITLE: TUBE	
DRAWING No. MAJ-301	PART OR ASSY. No. MAJ-3
DRAWN BY E. ELLIOT	DATE 3-8-45
CHECKED BY	REVISION DATE
No. PARTS REQUIRED 1	SCHEDULE
WEIGHT EACH .48	
SPECIFICATIONS	
1 1/4 O.D. TUBE	CHROME-MOLY
.058 WALL	STEEL
	AN-T-3





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 MAJ-3.02. WCCTtV'
 CL. SNIDER WRfTF
 3-B-45 •

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12.5 PLATE
STEEL .
 DY MAXION DWEUJK0 MACHINES, INC.
 R. «KKM>l«Sra FILLER-CHIEF ENGINEER
 'ION PLATE •
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MAJ - 3

Wtf --r r- _

WsidNWff

SCHEDULE

SPECIFICATIONS

CHROME- MOty (AN Q0-S-6B5- CONP. N .

. ? ' DYMAXTON DWELLING MARINES. INC.

R. BUCKMINSTER nILLER, CHIEF EKOIREER .

TOIL-fOSTr. .RING PLATE

av!* MAJ-3.O3 - -MAJ-3.

' ' CL SNIDKR. 3-9-45. '

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No. PARTS'RBJUIRED J I WEIGHT EACH ~ 7~

SPECIFICATIONS

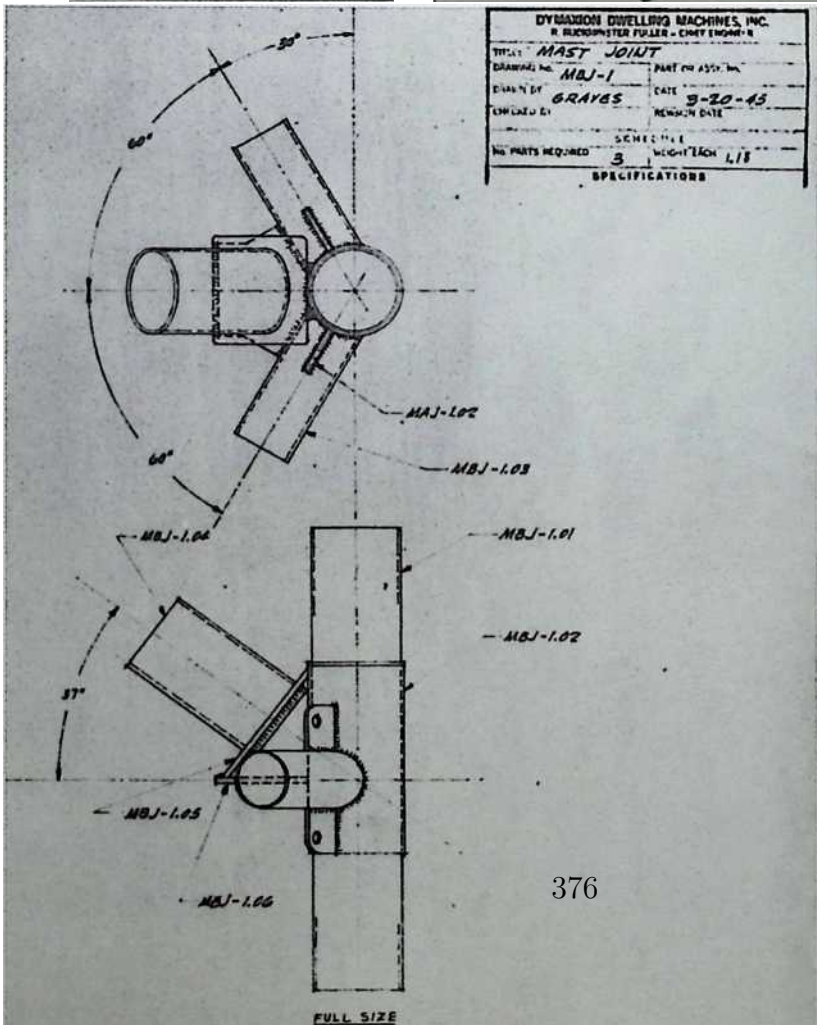
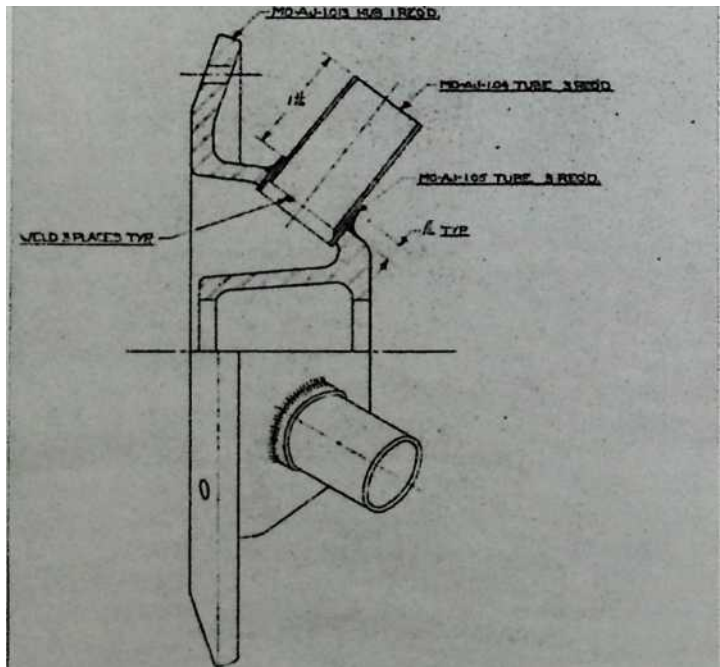
c ~ [CHRoFe⁷MOcy" AN--QQ-5 - 605

r iaS PLATE I- STEEL | COND. N

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DYNAMON DWELLING MACHINES, INC.	
P. B. CHAMBERLAIN, CHIEF ENGINEER	
TITLE: HUB JOINT ASSEM.	
DRAWING NO. MAJ-4	PART OR ASSY. NO. MO-AH
DRAWN BY C. L. SANDER	DATE 3-21-45
ENGINEER	REVISION DATE
SHEET NO. 1	
TOTAL SHEETS 1	
SPECIFICATIONS	

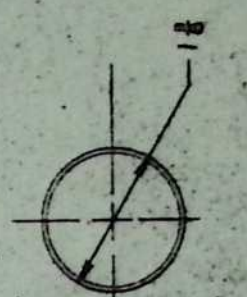


DYNAMON DWELLING MACHINES, INC.	
P. B. CHAMBERLAIN, CHIEF ENGINEER	
TITLE: MAST JOINT	
DRAWING NO. MAJ-1	PART OR ASSY. NO.
DRAWN BY GRAVES	DATE 3-20-45
ENGINEER	REVISION DATE
SHEET NO. 1	
TOTAL SHEETS 1	
NO. PARTS REQUIRED 3	WEIGHT EACH LBS
SPECIFICATIONS	

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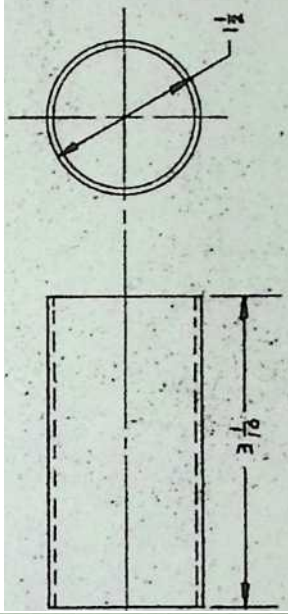
DYNAMON DWELLING MACHINES, INC. R. BLACKWATER FULLER - CHIEF ENGINEER	
TITLE: TUBE	PART OR ASSY. No.
DRAWING No. MBJ-104	DATE 3-23-45
DRAWN BY J.A. COWARD	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 9	WEIGHT EACH .14
SPECIFICATIONS	
1 1/8 O.D. TUBE 249 WALL 8 1/2 LONG	CHROME-MOLY STEEL
AN-WW-T-850 COND. N TYPE I	



378

FULL SIZE

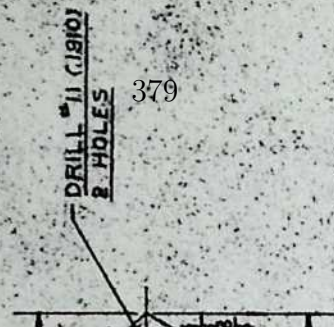
DYNAMON DWELLING MACHINES, INC. R. BLACKWATER FULLER - CHIEF ENGINEER	
TITLE: TUBE	PART OR ASSY. No.
DRAWING No. MBJ-102	DATE 3-23-45
DRAWN BY J.A. COWARD	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 3	WEIGHT EACH .22
SPECIFICATIONS	
1 1/8 O.D. TUBE 1058 WALL 3 1/8 LONG	CHROME-MOLY STEEL
AN-WW-T-850	



FULL SIZE

DYNAMON DWELLING MACHINES, INC. R. BLACKWATER FULLER - CHIEF ENGINEER	
TITLE: TUBE	PART OR ASSY. No.
DRAWING No. MBJ-101	DATE 3-23-45
DRAWN BY J.A. COWARD	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 3	WEIGHT EACH .43
SPECIFICATIONS	
1 1/8 O.D. TUBE 1049 WALL 7 1/8 LONG	CHROME-MOLY STEEL
AN-WW-T-850 COND. N. TYPE I	

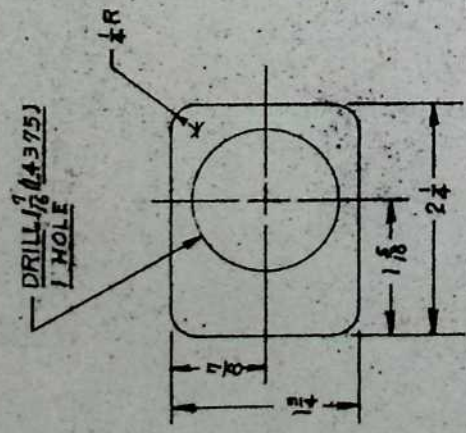
DYNAMON DWELLING MACHINES, INC. R. BUCKINGHAM FULLER - CHIEF ENGINEER	
TITLE: PLATE	PART OR ASSY. NO.
DRAWING No. MBU-106	DATE 3-22-45
DRAWN BY J.A. COWARD	REVISION DATE
CHECKED BY	SCHEDULE
NO. PARTS REQUIRED 3	WEIGHT EACH .06
SPECIFICATIONS	
.094 SHEET OR STRIP CHROME-MOLY AN-QQ-S-685	
1 1/2 X 2 1/2 LONG STEEL COND. N.	



379

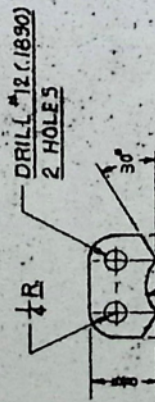
FULL SIZE

DYNAMON DWELLING MACHINES, INC. R. BUCKINGHAM FULLER - CHIEF ENGINEER	
TITLE: PLATE	PART OR ASSY. NO.
DRAWING No. MBU-105	DATE 3-22-45
DRAWN BY J.A. COWARD	REVISION DATE
CHECKED BY	SCHEDULE
NO. PARTS REQUIRED 3	WEIGHT EACH .03
SPECIFICATIONS	
.094 SHEET OR STRIP CHROME-MOLY AN-QQ-S-685	
1 1/2 X 2 1/2 LONG STEEL COND. N.	



FULL SIZE

DYNAMON DWELLING MACHINES, INC. R. BUCKINGHAM FULLER - CHIEF ENGINEER	
TITLE: PLATE	PART OR ASSY. NO.
DRAWING No. MBU-201	DATE 5-21-45
DRAWN BY J.A. COWARD	REVISION DATE
CHECKED BY	SCHEDULE
NO. PARTS REQUIRED 3	WEIGHT EACH .01
SPECIFICATIONS	
.094 SHEET OR STRIP CHROME-MOLY AN-QQ-S-685	
1 1/2 X 1 LONG STEEL COND. N.	



MAXIM DRILLING MACHINE CO. 100 BROADWAY NEW YORK - 100	
TITLE: TUBE	PART OR ASSY TO:
DRAWING NO: MBV-2.02	DATE: 3-21-45
DRAWN BY: MACCOWARD	CHECKED BY:
NO. PARTS REQUIRED: 21	SCHEDULE:
WEIGHT EACH: 1116	SPEC. REF. A. 1. 1.
100 TUBE 2058 WALL 2 1/16 LONG	CHROME-MOLY STEEL AN-WW-T-850 COND. N. TYPE I

The drawing consists of two views of a tube. On the left is a side view showing a rectangular profile with a dashed line indicating the inner diameter. A dimension line below the side view indicates a diameter of 2 1/16. On the right is an end view showing a circular profile with a dimension line indicating a diameter of 1 1/4. A vertical centerline passes through the center of both views.

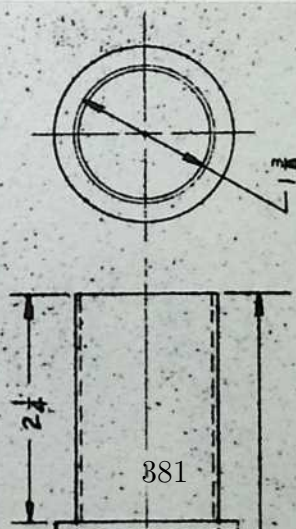
3 > > • 7' J'v **UU SIZE**

FULL SIZE

DYNAMAX DWELLING MACHINES, INC.
P. BUCKMASTER PULLER - CHIEF ENGINEER

TUBE

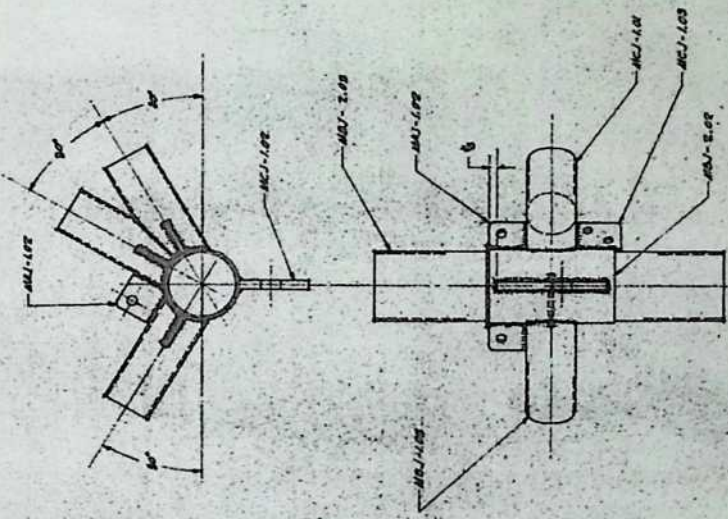
DRAWING NO. **MCJ-2.03** PART OR ASSY. NO.
 DATE **3-21-45**
 CHECKED BY **J.A. COWARD** REVISION DATE
 NO. PARTS REQUIRED **21** WEIGHT EACH **.40**
 SPECIFICATIONS
CHROME-MOLY AN-WW-T-850
STEEL CONDN TYPE I



DYNAMAX DWELLING MACHINES, INC.
HAST JOINT

DRAWING NO. **MCJ-1.01** PART OR ASSY. NO.
 DATE **3-22-45**
 CHECKED BY **J.A. COWARD** REVISION DATE
 NO. PARTS REQUIRED **32** WEIGHT EACH **.08**
 SPECIFICATIONS
ELECTRUMITE TUBING
2 1/2 LONG

MCJ-1.02 - LAST ASSEMBLY
MCJ-1.03 - FIRST ASSEMBLY



DYNAMAX DWELLING MACHINES, INC.
P. BUCKMASTER PULLER - CHIEF ENGINEER

DOWEL TUBE

DRAWING NO. **MCJ-1.01** PART OR ASSY. NO.
 DATE **3-22-45**
 CHECKED BY **J.A. COWARD** REVISION DATE
 NO. PARTS REQUIRED **32** WEIGHT EACH **.08**
 SPECIFICATIONS
ELECTRUMITE TUBING
2 1/2 LONG

DYNAMAX DWELLING MACHINES, INC.
HAST JOINT

DRAWING NO. **MCJ-2** PART OR ASSY. NO.
 DATE **3-21-45**
 CHECKED BY **J.A. COWARD** REVISION DATE
 NO. PARTS REQUIRED **21** WEIGHT EACH **.40**
 SPECIFICATIONS
CHROME-MOLY AN-WW-T-850
STEEL CONDN TYPE I

MCJ-1.02
MCJ-1.03
MCJ-2.01
MCJ-1.04

DYNAMON DWELLING MACHINES, INC.
P. BUCKMINSTER FULLER - CHIEF ENGINEER

LUG

Part or Ass'y. No. **MCJ-102** PART OR ASS'Y. NO.

DATE **3-22-45** DATE

BY **J.A. COWARD** CHECKED BY

REVISION DATE

No. PARTS REQUIRED **6** SCHEDULE

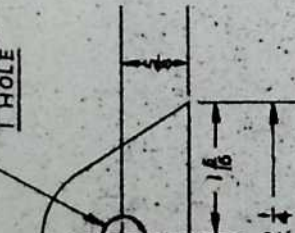
WEIGHT EACH **.10** WEIGHT EACH

1/8 X 1/8 X 1/4 PLATE SPECIFICATIONS

CHROME-MOLY AN-90-S-685

STEEL COND. N.

DRILL $\frac{25}{64}$ (3906)
1 HOLE



FULL SIZE

DYNAMON DWELLING MACHINES, INC.
P. BUCKMINSTER FULLER - CHIEF ENGINEER

MAST JOINT

DRAWING NO. **MEJ-1** PART OR ASSY. NO.

DATE **3-20-45** DATE

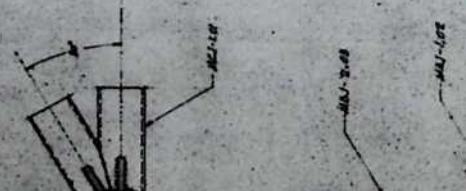
DRAWN BY **BEAVES** CHECKED BY

REVISION DATE

No. PARTS REQUIRED **2** SCHEDULE

WEIGHT EACH

SPECIFICATIONS



DYNAMON DWELLING MACHINES, INC.
P. BUCKMINSTER FULLER - CHIEF ENGINEER

LUG

Part or Ass'y. No. **MCJ-103** PART OR ASS'Y. NO.

DATE **3-22-45** DATE

BY **J.A. COWARD** CHECKED BY

REVISION DATE

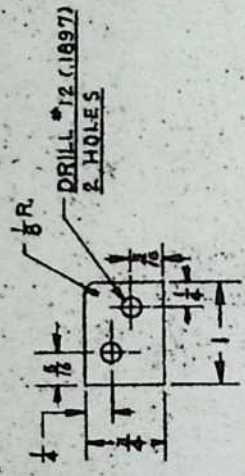
No. PARTS REQUIRED **6** SCHEDULE

WEIGHT EACH **.02** WEIGHT EACH

DR. SHEET FOR SIMP SPECIFICATIONS

CHROME-MOLY AN-90-S-685

1 X 1 LONG STEEL COND. N.



FULL SIZE

DYNAMON DWELLING MACHINES, INC.
P. BUCKMINSTER FULLER - CHIEF ENGINEER

MAST JOINT

DRAWING NO. **MEJ-1** PART OR ASSY. NO.

DATE **3-20-45** DATE

DRAWN BY **BEAVES** CHECKED BY

REVISION DATE

No. PARTS REQUIRED **2** SCHEDULE

WEIGHT EACH

SPECIFICATIONS

DY MAXION DWELLING MACHINES, MR W.
HJOCM'NSTER nr.LEW - CHIEF ENGWETR
Tin* MAST Jo/MT

j

MITT M ASST. Na

sees

***3-20-46**

CHECKED BY

REVISION DATE

SCHEDULE

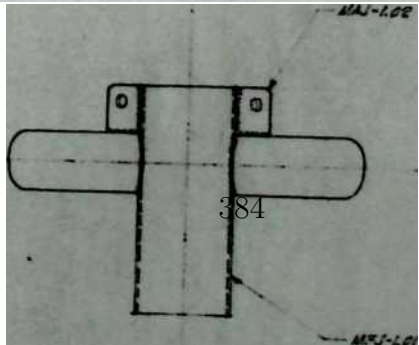
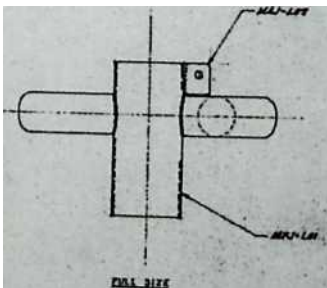
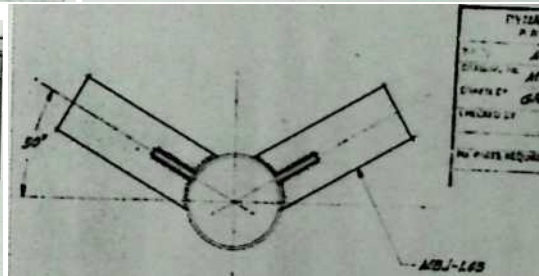
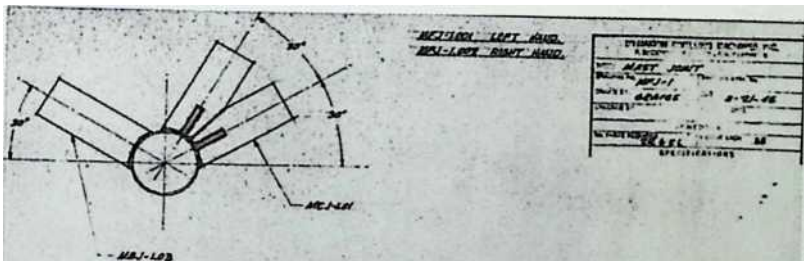
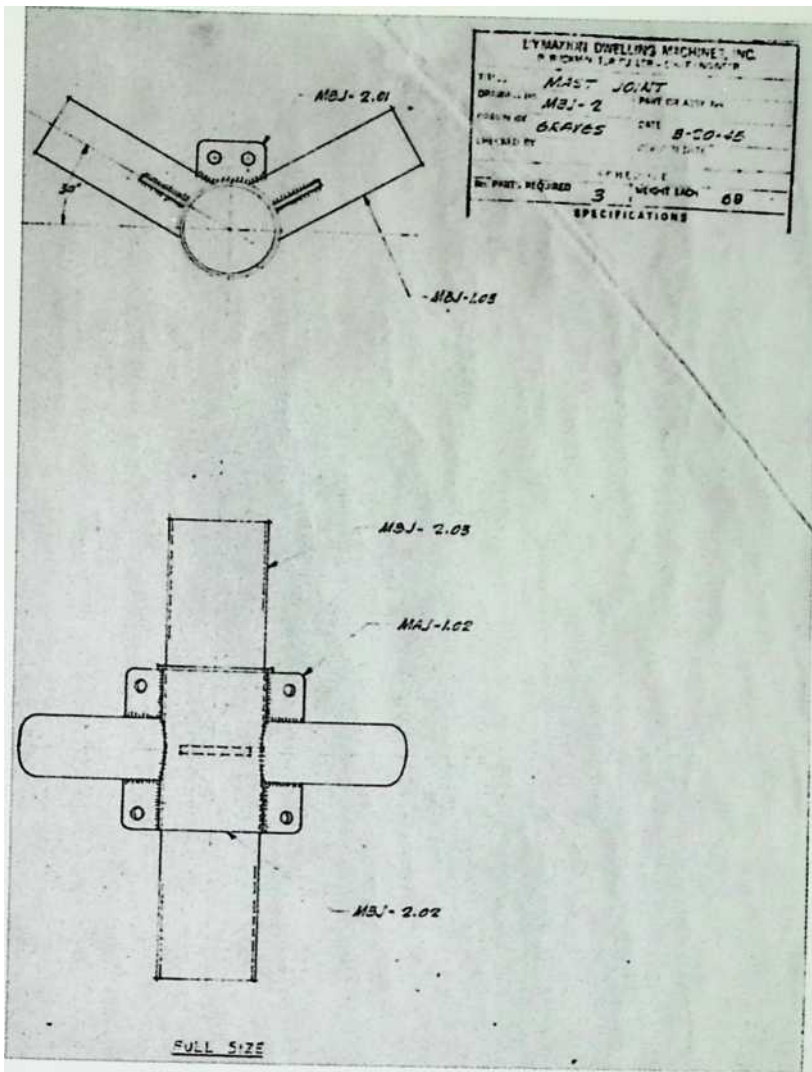
Na PARIS REQUIRED

WEIGHT EACH

SPECIFICATIONS

*SAM? AS Jo/MT AID J- *2*

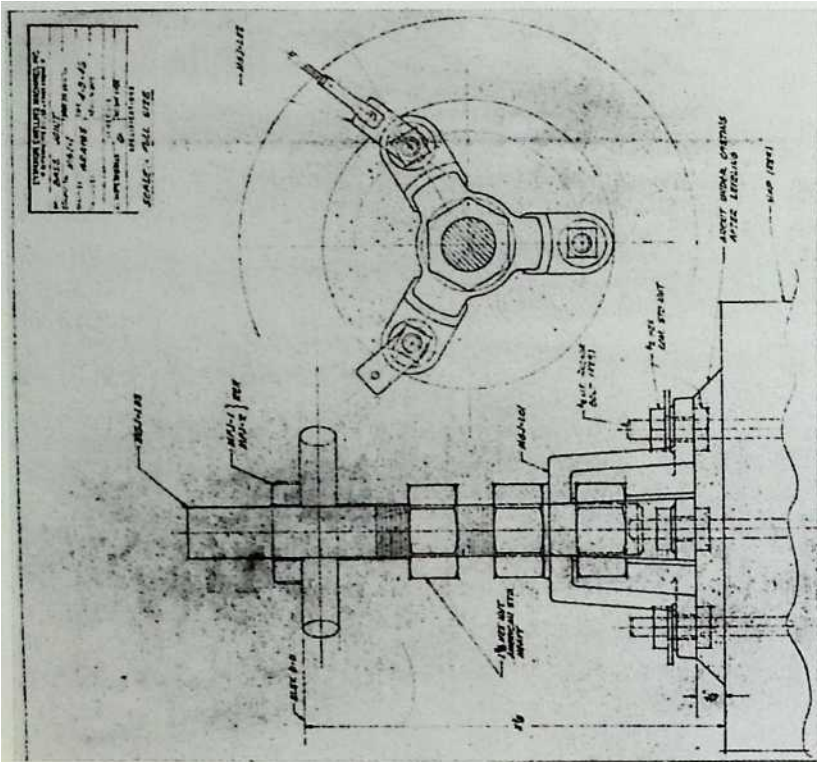
AVI I 9<Z£



DYMAXION DWELLING MACHINE CO. 25 BUCKINGHAM ST. NEW YORK, N.Y. 10014	
TUBE DRAWING No. MF-101	PART OR ASSY. No. DATE 5-22-45 REVISION DATE
DRAWN BY GRAYES CHECKED BY	SCHEDULE No. PARTS REQUIRED 6 WEIGHT EACH .27
SPECIFICATIONS 1/2" O.D. TUBE - MILD STEEL COND. AS SUPPLD	

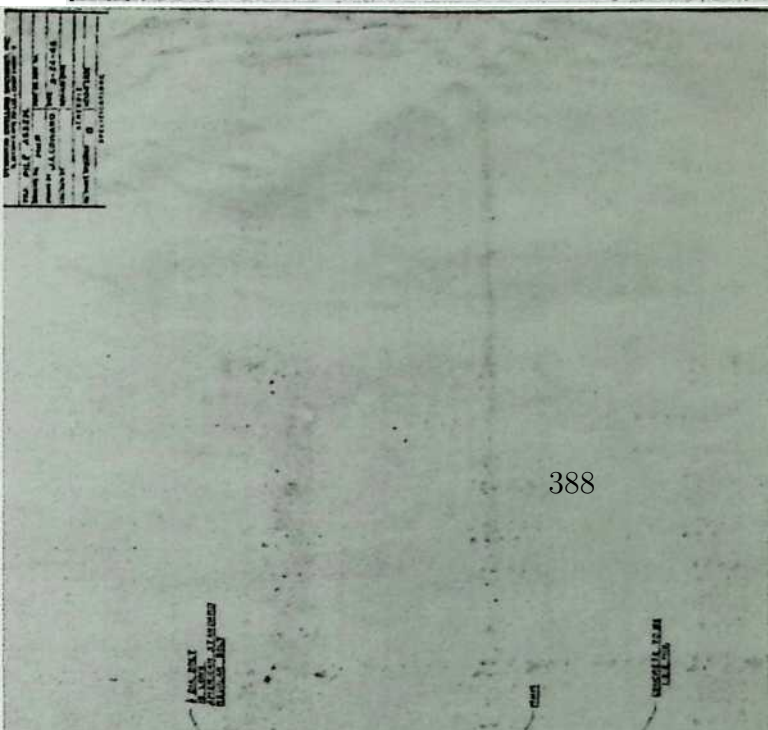
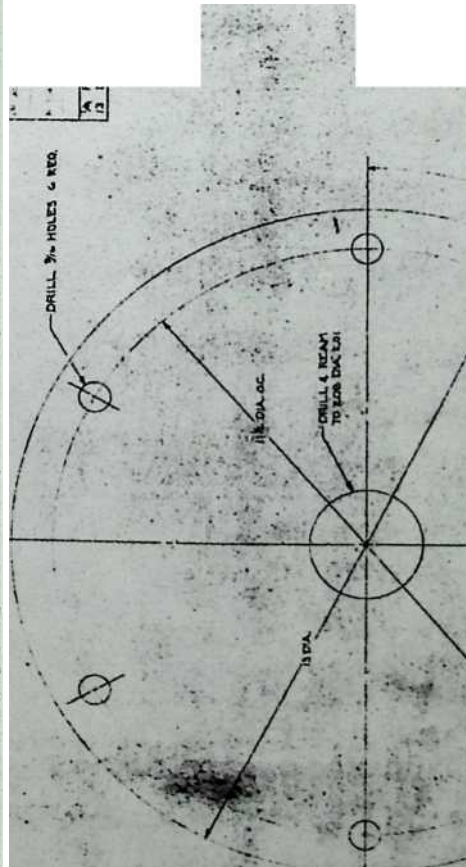
385	$5 \frac{1}{16}$
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FULL SIZE



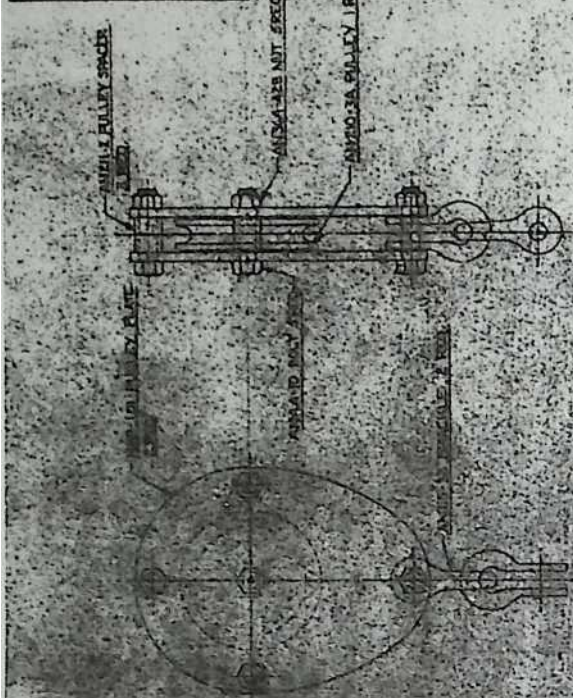
DYNAMAX DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: <i>MAST JOINT</i>	PART OR ASSY. No.
DRAWING No. <i>MBJ-1</i>	DATE <i>8-20-45</i>
DRAWN BY <i>GRAVES</i>	REVISION DATE
CHECKED BY	
SCHEDULE	
No. PARTS REQUIRED <i>2</i>	WEIGHT EACH
SPECIFICATIONS	

ASSEMBLY SAME AS MBJ-2
WITH EXCEPTION OF OMITTING
MBJ-2.01



DYNAMON DWELLING MACHINES, INC.
 A REGISTERED FULFILLER - CHIEF ENGINEER

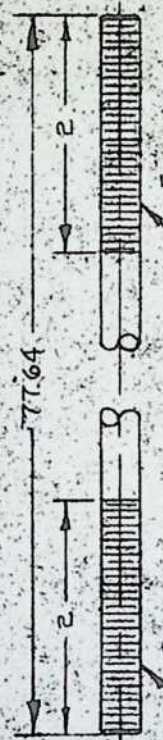
TITLE: PULLEY BLOCK ASSEMBLY
 DRAWING NO. MXP-1
 PART OR ASSY. NO. MXP-1
 DRAWN BY: C. SANDER
 DATE: 11-25-43
 CHECKED BY: E. ELLIOT
 REVISION DATE: MARCH 1945
 NO. PARTS REQUIRED: 2
 WEIGHT EACH: 1.65
 SPECIFICATIONS: CHROME MOLY ANGLE-IRON STEEL (ASTM) COND. A



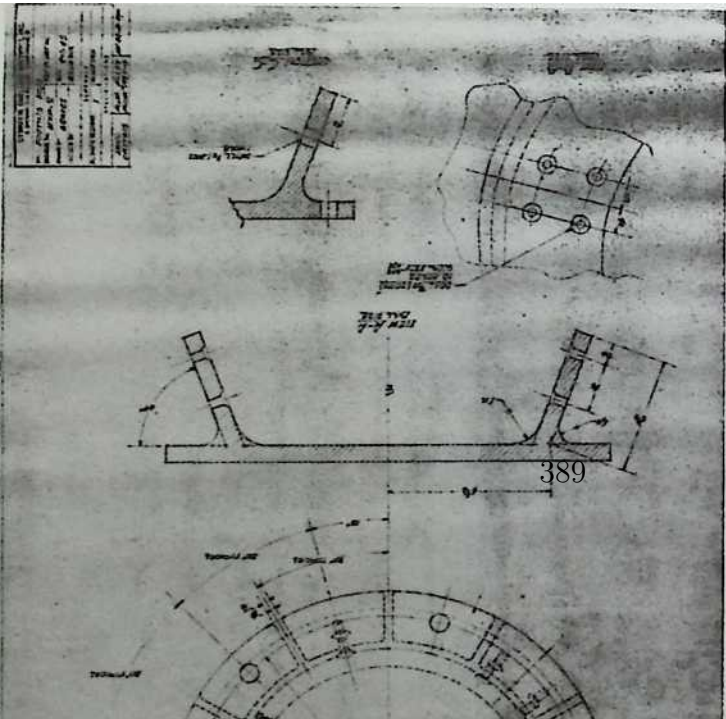
SCALE: FULL SIZE

DYNAMON DWELLING MACHINES, INC.
 A REGISTERED FULFILLER - CHIEF ENGINEER

TITLE: ROD
 DRAWING NO. MAR-1
 PART OR ASSY. NO. MAR-1
 DRAWN BY: E. ELLIOT
 DATE: 2-23-45
 CHECKED BY: [blank]
 REVISION DATE: [blank]
 SCHEDULE: SCHEDULE 40
 NO. PARTS REQUIRED: 2
 WEIGHT EACH: 1.65
 SPECIFICATIONS: CHROME MOLY ANGLE-IRON STEEL (ASTM) COND. A



5/8 DIA. ROD
 24NF-2 LH.
 24NF-2 RH.



DYNAMON DWELLING MACHINES, INC.
 A REGISTERED FULFILLER - CHIEF ENGINEER

TITLE: PULLEY PLATE
 DRAWING NO. MXP-1
 PART OR ASSY. NO. MXP-1
 DRAWN BY: C. SANDER
 DATE: 11-25-43
 CHECKED BY: E. ELLIOT
 REVISION DATE: MARCH 1945
 SCHEDULE: SCHEDULE 40
 NO. PARTS REQUIRED: 2
 WEIGHT EACH: 1.65
 SPECIFICATIONS: CHROME MOLY ANGLE-IRON STEEL (ASTM) COND. A

SCALE: FULL SIZE

DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: ROD	PART OR ASSY. NO.
DRAWING No. MAR-2	DATE 2-23-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 6	WEIGHT EACH .07
SPECIFICATIONS CHROME-MOLY STEEL AN-GG-5-126 PHY. COND. D SUR. COND. 4	
$\frac{1}{8}$ DIA. ROD	

20.5

1 1/2

6-40NF-2 R.H.

P.D. 1218 4-0000
7-0020

THREAD PER
AN-GG-5-126
CHAMFER 45° X 1/2

DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: HOIST SUPPORT ROD	PART OR ASSY. NO. MO-AH
DRAWING No. MAR-3	DATE 3-B-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 1	WEIGHT EACH .185
SPECIFICATIONS CHROME-MOLY STEEL AN-GG-9-104 PHY. COND. D SUR. COND. 4	
$\frac{3}{16}$ DIA. ROD	

23.66

2

2

3 32NF-2 R.H.

P.D. 1697 4-0000
7-0027

THREAD PER

DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: ROD	PART OR ASSY. NO.
DRAWING No. MAR-1	DATE 2-23-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 7	WEIGHT EACH .275
SPECIFICATIONS CHROME-MOLY STEEL AN-GG-5-164 PHY. COND. D SUR. COND. 4	
$\frac{1}{8}$ DIA. ROD	

79.90

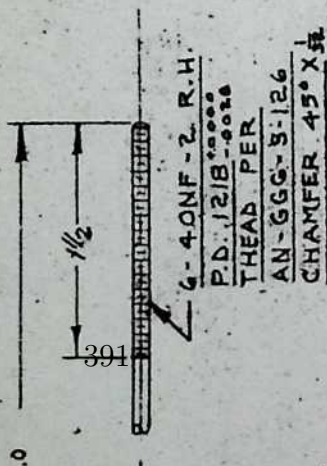
1 1/2

DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: ROD	PART OR ASSY. NO.
DRAWING No. MAR-2	DATE 2-23-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 12	WEIGHT EACH .195
SPECIFICATIONS CHROME-MOLY STEEL AN-GG-5-184 PHY. COND. D SUR. COND. 4	
$\frac{1}{8}$ DIA. ROD	

85.875

1 1/2

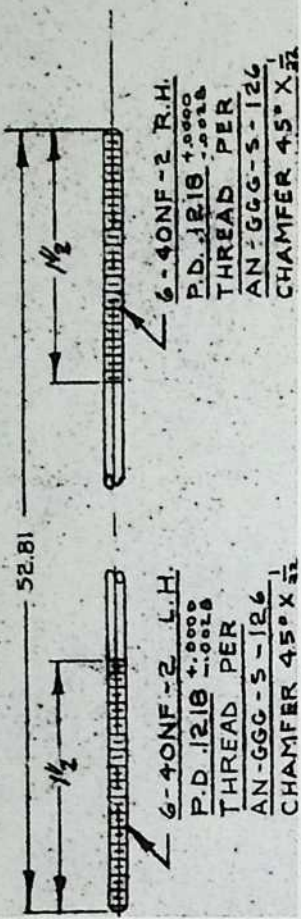
DYNAMAXION DWELLING MACHINES, INC. R. BUCKMASTER FULLER - CHIEF ENGINEER	
TITLE: ROD	PART OR ASSY. No.
DRAWING No. MCR-1	DATE 2-24-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 2	WEIGHT EACH .32
SPECIFICATIONS	
1/8 DIA. ROD	CHROME-MOLY STEEL
	AN-QQ-S-184 PHY. COND. D SUR. COND. 4



DYNAMAXION DWELLING MACHINES, INC. R. BUCKMASTER FULLER - CHIEF ENGINEER	
TITLE: ROD	PART OR ASSY. No.
DRAWING No. MDR-1	DATE 2-24-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 4	WEIGHT EACH .295
SPECIFICATIONS	
1/8 DIA. ROD	CHROME-MOLY STEEL
	AN-QQ-S-184 PHY. COND. D SUR. COND. 4



DYNAMAXION DWELLING MACHINES, INC. R. BUCKMASTER FULLER - CHIEF ENGINEER	
TITLE: ROD	PART OR ASSY. No.
DRAWING No. MCR-2	DATE 2-24-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 12	WEIGHT EACH .184
SPECIFICATIONS	
1/8 DIA. ROD	CHROME-MOLY STEEL
	AN-QQ-S-184 PHY. COND. D SUR. COND. 4



DYNAMAXION DWELLING MACHINES, INC. R. BUCKMASTER FULLER - CHIEF ENGINEER	
TITLE: ROD	PART OR ASSY. No.
DRAWING No. MDR-2	DATE 2-24-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 8	WEIGHT EACH .184
SPECIFICATIONS	

THIS DRAWING IS THE SAME AS
DRAWING NO. MCR-2 EXCEPT AS
SHOWN AND NOTED

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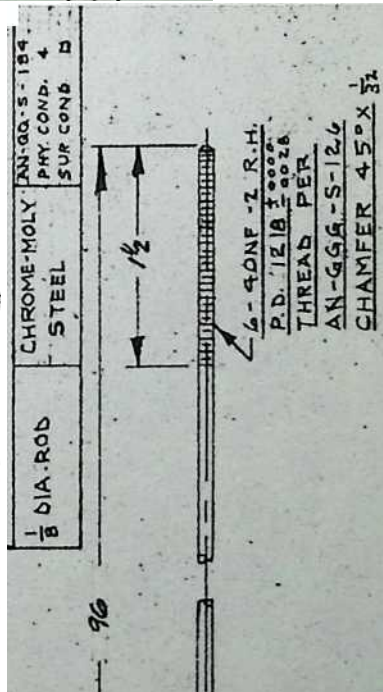
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tn 4

REVISION DATE	
SCHEDULE	4
WEIGHT EACH	.295
SPECIFICATIONS	

394

DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
100	
MDEFR-2	PART OR ASSY. No.
E. ELLIOT	DATE 2-27-45
	REVISION DATE
	SCHEDULE
REQUIRED 12	WEIGHT EACH
SPECIFICATIONS	



DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: ROD	
DRAWING No. MER-1	PART OR ASSY. No.
DRAWN BY E. ELLIOT	DATE 2-24-45
CHECKED BY	REVISION DATE
	SCHEDULE
No. PARTS REQUIRED 4	WEIGHT EACH .295
SPECIFICATIONS	

THIS DRAWING IS THE SAME AS DRAWING NO. MDR-1 EXCEPT AS SHOWN AND NOTED

DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: ROD	
DRAWING No. MFR-1	PART OR ASSY. No.
DRAWN BY E. ELLIOT	DATE 2-24-45

DYMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: ROD	
DRAWING No. MFR-2	PART OR ASSY. No.
DRAWN BY E. ELLIOT	DATE 2-24-45
CHECKED BY	REVISION DATE
SCHEDULE	
No. PARTS REQUIRED 8	WEIGHT EACH .184

SPECIFICATIONS

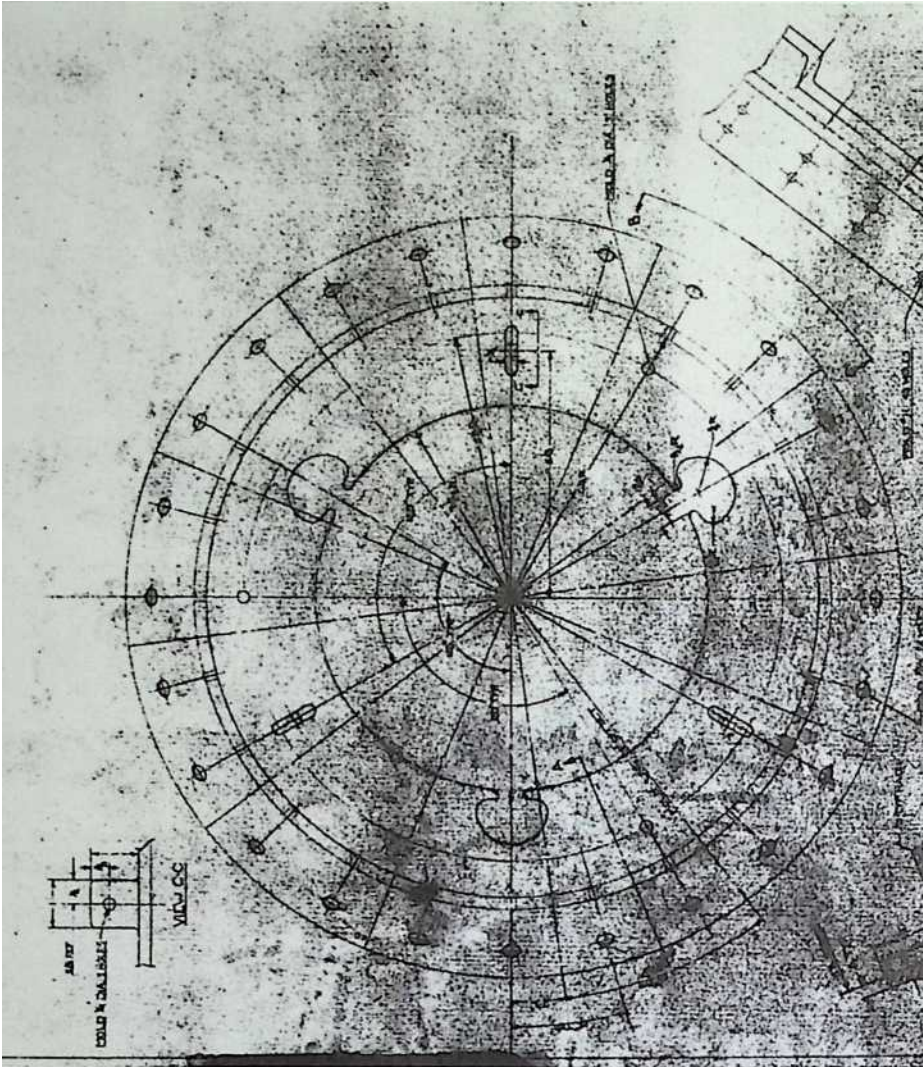
DYMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: ROD	
DRAWING No. MFR-3	PART OR ASSY. No.
DRAWN BY E. ELLIOT	DATE 2-24-45
CHECKED BY	REVISION DATE
SCHEDULE	
No. PARTS REQUIRED 2	WEIGHT EACH .32

SPECIFICATIONS

**IS THE SAME AS
MCR-1 EXCEPT AS
NOTED.**

DESIGNED BY	DATE
DRAWN BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE
SCALE: FULL SIZE	



J

COLOR CODE	DYNAMON DWELLING MACHINES, INC.
3 RED	MOS-2-11
0	TIE STOP - MAST TIE RING
	WORKS IN PROGRESS
	DESIGNED BY CL. SNIDER
	DATE 1-2-41
	SCHEDULE 3
	SPECIFICATIONS
	PERMANENT ALUM. ALLOY
	MOLD CASTING ALUM. 99% TE

SCALE: 1 FULL SIZE

DATE BY L.A. NO. 818 AUTHORIZED BY

3 RED.

397

DYNAMON DWELLING MACHINES, INC.	
MOS-2-11	
DESIGNED BY	CL. SNIDER
DATE	1-2-41
SCHEDULE	3
SPECIFICATIONS	
PERMANENT ALUM. ALLOY	
MOLD CASTING ALUM. 99% TE	

SCALE: FULL SIZE

3 RED.

DATE	1-2-41
BY	L.A. NO. 818
AUTHORIZED BY	

SCALE: FULL SIZE

5 HOLE 5/16" DIA. HOLES THRU

3 RED

3 RED O

3 REQ.

NOTE' - bRESS INSIBE. OF TUBE ENbS 1F NECESSARY.

SO THAT TUBE' WILL SLIC>E ON IQ'NT TUBE.

DYNAMAX DWELLING MACHINES, INC.
 P. BUCKMINSTER FULLER - CHIEF ENGINEER

TUBE

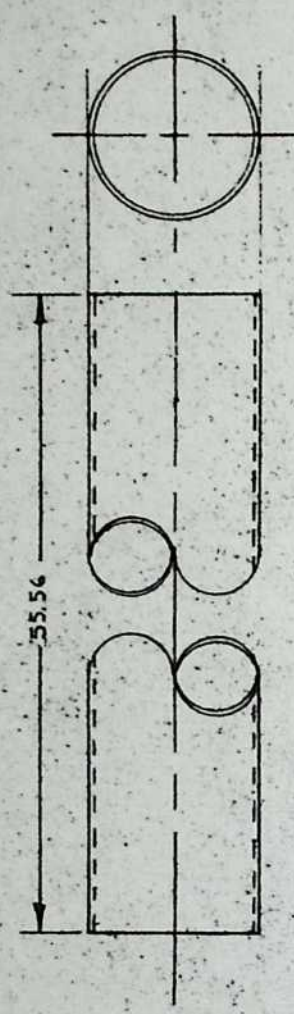
DRAWING NO. MAT-2
 PART OR ASSY. NO. _____

DRAWN BY E. ELLIOT
 DATE 2-24-45

CHECKED BY _____
 REVISION DATE _____

NO. PARTS REQUIRED 6
 SCHEDULE 6
 WEIGHT EACH 4.13

SPECIFICATIONS
 1 1/2" O.D. TUBE X CHROME-MOLY AN-WW-T-830
 .058 WALL STEEL COND. N. TYPE 1



NOTE: DRESS INSIDE OF TUBE ENDS IF NECESSARY SO THAT TUBE WILL SLIDE ON JOINT TUBE.

DYNAMAX DWELLING MACHINES, INC.
 P. BUCKMINSTER FULLER - CHIEF ENGINEER

TUBE

DRAWING NO. MAT-2
 PART OR ASSY. NO. _____

DRAWN BY E. ELLIOT
 DATE 2-24-45

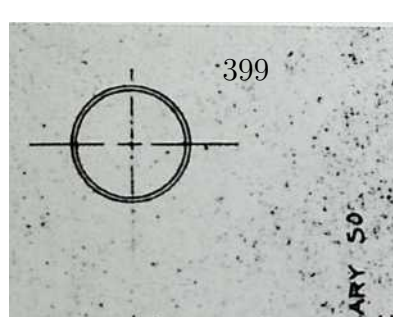
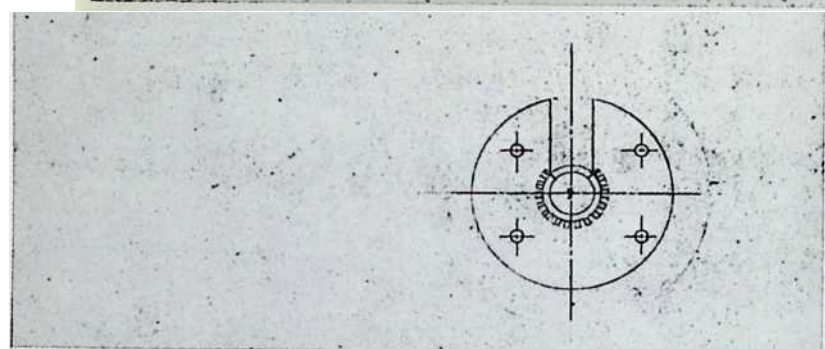
CHECKED BY _____
 REVISION DATE _____

NO. PARTS REQUIRED 6
 SCHEDULE 6
 WEIGHT EACH 4.13

SPECIFICATIONS
 1 1/2" O.D. TUBE X CHROME-MOLY AN-WW-T-830
 .058 WALL STEEL COND. N. TYPE 1

NOTE: DRESS INSIDE OF TUBE ENDS IF NECESSARY SO THAT TUBE WILL SLIDE ON JOINT TUBE.

SCALE: 1/2" = 1" FULL SIZE



DYNAMAX DWELLING MACHINES, INC.
 P. BUCKMINSTER FULLER - CHIEF ENGINEER

TUBE

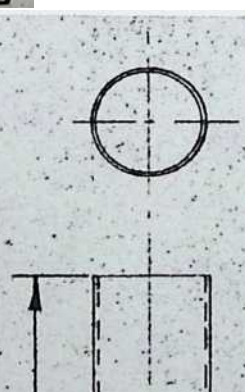
DRAWING NO. MAT-3
 PART OR ASSY. NO. _____

DRAWN BY E. ELLIOT
 DATE 2-24-45

CHECKED BY _____
 REVISION DATE _____

NO. PARTS REQUIRED 6
 SCHEDULE 6
 WEIGHT EACH .80

SPECIFICATIONS
 CHROME-MOLY AN-WW-T-830
 STEEL COND. N. TYPE 1



INC.
 ER

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 NOIRE

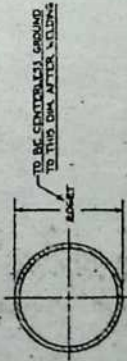
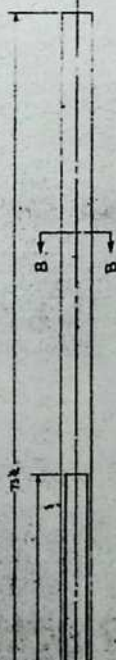
MACHI
 CHIEF E

DYNAMAX DWELLING MACHINES, INC.
 P. BUCKMINSTER FULLER - CHIEF ENGINEER

r

DYMATION DWELLING MACHINES, INC.
 TITLE: TUBE
 DRAWING NO. MBT-1
 DRAWN BY: E. ELLIOT
 CHECKED BY: E. ELLIOT
 DATE: 2-24-45
 REVISION DATE:
 NO. PARTS REQUIRED: 6
 WEIGHT EACH: 1.349
 SPECIFICATIONS: CHROME-MOLY STEEL AN-WWT-250 COND-N-TYPE I
 1.0 D. TUBE X .035 WALL
 2.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I
 3.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I
 4.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I
 5.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I
 6.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I

SCALE: 3/4" = 1" FULL VIEW

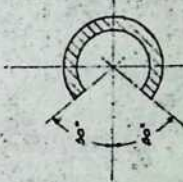


SECTION B-B FULL VIEW

401

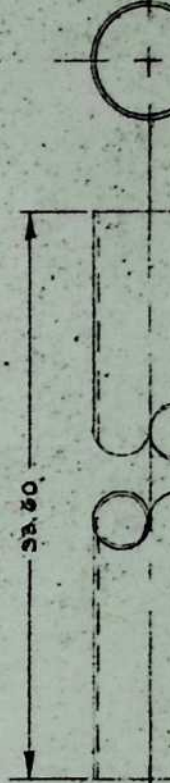
DYMATION DWELLING MACHINES, INC.
 TITLE: TUBE
 DRAWING NO. MBT-2
 DRAWN BY: E. ELLIOT
 CHECKED BY: E. ELLIOT
 DATE: 2-24-45
 REVISION DATE:
 NO. PARTS REQUIRED: 6
 WEIGHT EACH: 1.00
 SPECIFICATIONS: CHROME-MOLY STEEL AN-WWT-250 COND-N-TYPE I
 1.0 D. TUBE X .035 WALL
 2.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I
 3.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I
 4.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I
 5.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I
 6.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I

SCALE: 3/4" = 1" FULL VIEW



SECTION A-A FULL VIEW

DYMATION DWELLING MACHINES, INC.
 R. RICHMOND MOTOR PULLER - CLUB ENGINE, D.
 TITLE: TUBE
 DRAWING NO. MBT-2
 DRAWN BY: E. ELLIOT
 CHECKED BY:
 DATE: 2-24-45
 REVISION DATE:
 NO. PARTS REQUIRED: 6
 WEIGHT EACH: 1.00
 SCHEDULE:
 SPECIFICATIONS: CHROME-MOLY STEEL AN-WWT-250 COND-N-TYPE I
 1.0 D. TUBE X .035 WALL
 2.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I
 3.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I
 4.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I
 5.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I
 6.00 TUBE CHROME-MOLY AN-WWT-250 COND-N-TYPE I



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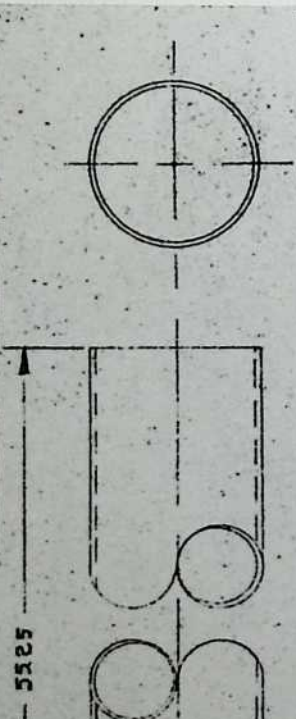
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DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: TUBE	PART OR ASSY. No.
DRAWING No. MBT-3	DATE 2-26-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	
No. PARTS REQUIRED 3	SCHEDULE
WEIGHT EACH 4.11	
SPECIFICATIONS	
1 1/2 O.D. TUBE X CHROME-MOLY AN-WW-T-850 0.58 WALL STEEL COND. N-TYPE I	



5325

INSIDE OF TUBE ENDS IF NECESSARY
TUBE WILL SLIDE ON JOINT TUBE.

DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: TUBE	PART OR ASSY. No.
DRAWING No. MCT-1	DATE 2-24-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	
No. PARTS REQUIRED 6	SCHEDULE
WEIGHT EACH 1.349	
SPECIFICATIONS	

THIS DRAWING IS THE SAME AS
DRAWING NO. MAT-1 EXCEPT AS
SHOWN AND NOTED.

DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: TUBE	PART OR ASSY. No.
DRAWING No. MCT-3	DATE 2-26-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	
No. PARTS REQUIRED 6	SCHEDULE
WEIGHT EACH 8.44	
SPECIFICATIONS	

NOTE! £>RE\$\$ INSURE OF TUBE ENM. IF NECESSARY SO
THAT TUBE WWI SUCie OH JOINT TUBE*

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DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: TUBE	PART OR ASSY. No.
DRAWING No. MCT-4	DATE 2-26-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 4	WEIGHT EACH 1.349
SPECIFICATIONS	

405
G IS THE SAME AS
MDT-1 EXCEPT AS
NOTED.

DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: TUBE	PART OR ASSY. No.
DRAWING No. MDT-1	DATE 2-26-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 4	WEIGHT EACH 1.349
SPECIFICATIONS	
1 OD TUBE X CHROME-MOLY AN-WW-T-850 .035 WALL STEEL COND-N-TYPE I	

NOTE: DRESS INSIDE OF TUBE ENDS IF NECESSARY SO
THAT TUBE WILL SLIDE ON JOINT TUBE.

DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
PART OR ASSY. No.	
DATE 2-26-45	
REVISION DATE	
SCHEDULE	
WEIGHT EACH 2.39	
SPECIFICATIONS	

DYMATION DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: TUBE	PART OR ASSY. No.
DRAWING No. MDT-3	DATE 2-26-45
DRAWN BY E. ELLIOT	REVISION DATE
CHECKED BY	SCHEDULE
No. PARTS REQUIRED 6	WEIGHT EACH .844
SPECIFICATIONS	
1 OD TUBE X CHROME-MOLY AN-WW-T-850 .035 WALL STEEL COND-N-TYPE I	

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DYMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: TUBE	
DRAWING No. MET-1	PART OR ASSY. No.
DRAWN BY E. ELLIOT	DATE 2-26-45
CHECKED BY	REVISION DATE
No. PARTS REQUIRED 4	SCHEDULE
	WEIGHT EACH 1.349
SPECIFICATIONS	

THIS DRAWING IS THE SAME AS
DRAWING NO. MCT-2 EXCEPT AS
NOTED.

DYMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: TUBE	
DRAWING No. MFT-1	PART OR ASSY. No.
DRAWN BY E. ELLIOT	DATE 2-26-45
CHECKED BY	REVISION DATE
No. PARTS REQUIRED 4	SCHEDULE
	WEIGHT EACH .844
SPECIFICATIONS	

TITLE: TUBE	
DRAWING No. MET-2	PART OR ASSY. No.
DRAWN BY E. ELLIOT	DATE 2-26-45
CHECKED BY	REVISION DATE
No. PARTS REQUIRED 6	SCHEDULE
	WEIGHT EACH 2.39
SPECIFICATIONS	

THIS DRAWING IS THE SAME AS
DRAWING NO. MCT-2 EXCEPT AS
SHOWN AND NOTED

TITLE: TUBE	
DRAWING No. MFT-1	PART OR ASSY. No.
DRAWN BY E. ELLIOT	DATE 2-26-45
CHECKED BY	REVISION DATE
No. PARTS REQUIRED 2	SCHEDULE
	WEIGHT EACH 1.349
SPECIFICATIONS	

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DYMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TUBE

DRAWING No. MFT-2 PART OR ASSY. No.

DRAWN BY E. ELLIOT DATE 2-26-45

CHECKED BY REVISION DATE

No PARTS REQUIRED 6 SCHEDULE WEIGHT EACH 2.39

SPECIFICATIONS

THE SAME AS
2 EXCEPT AS
ID.

09

DYMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TUBE

MFT-4 PART OR ASSY. No.

ELLIOT DATE 2-26-45

REVISION DATE

SCHEDULE SCHEDULE

RED 4 WEIGHT EACH 1.349

SPECIFICATIONS

DYMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TUBE

DRAWING No. MFT-3 PART OR ASSY. No.

DRAWN BY E. ELLIOT DATE 2-26-45

CHECKED BY REVISION DATE

No PARTS REQUIRED 6 SCHEDULE WEIGHT EACH .844

SPECIFICATIONS

DYMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TUBE

MFT-1 PART OR ASSY. No.

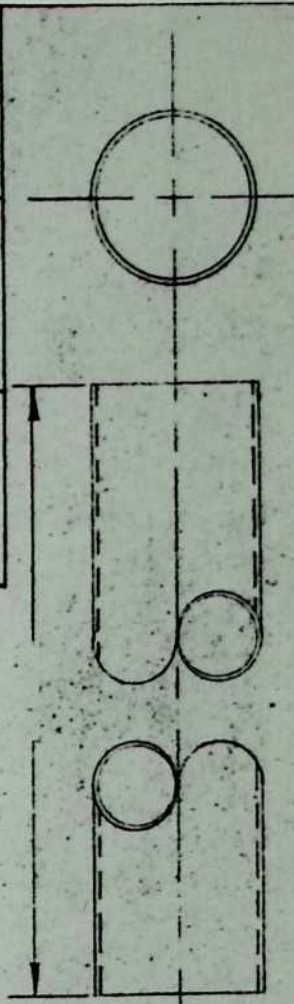
ELLIOT DATE 2-26-45

CHECKED BY REVISION DATE

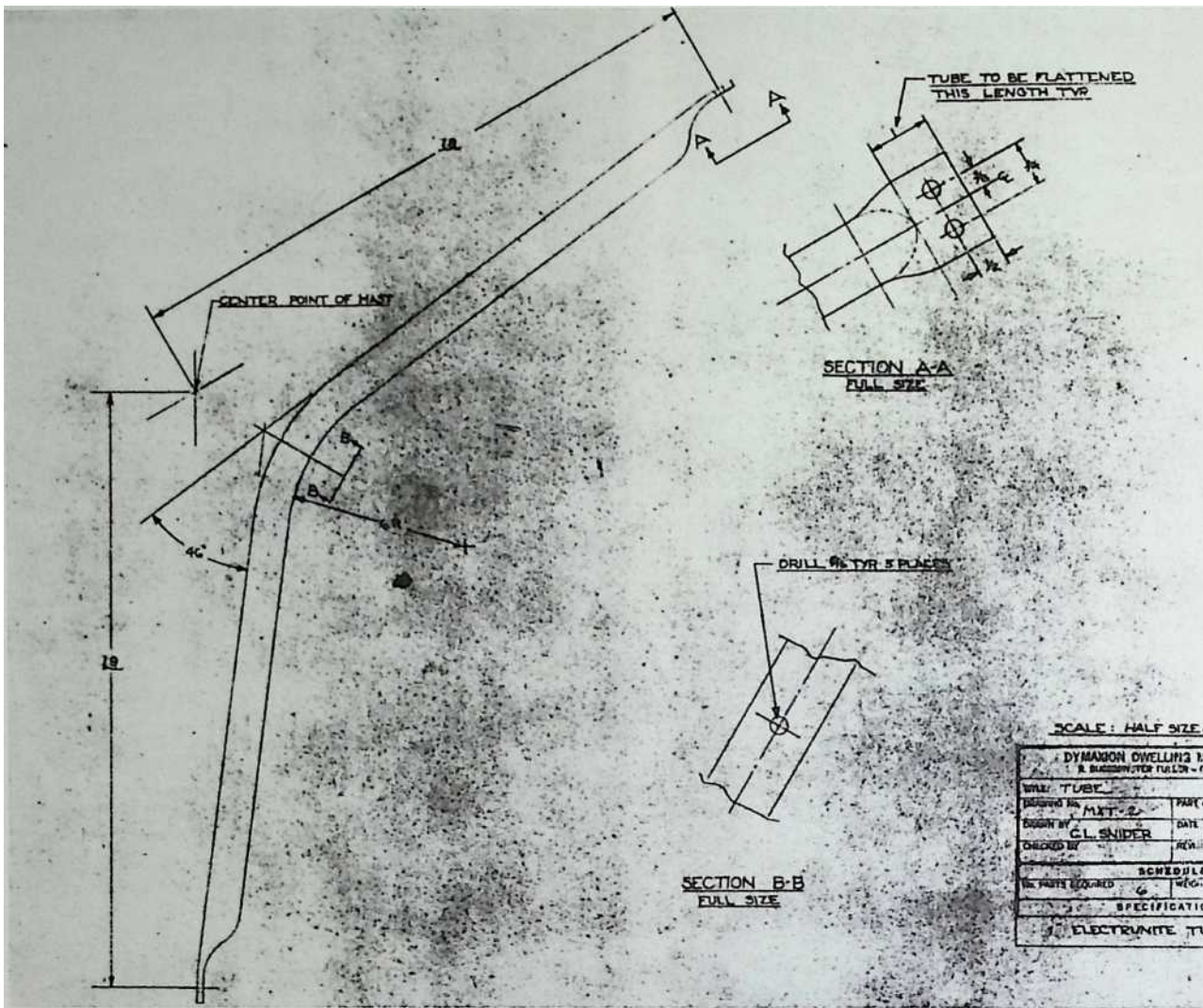
No PARTS REQUIRED 6 SCHEDULE WEIGHT EACH

SPECIFICATIONS

1 1/2 O.D. TUBE X CHROME-MOLY AN-WW-T-B50
.058 WALL STEEL COND-N-TYPE I



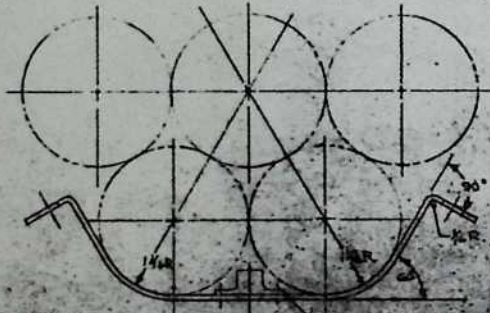
NOTE: DRESS INSIDE OF TUBE ENDS IF NECESSARY
SO THAT TUBE WILL SLIDE ON JOINT TUBE.



SCALE: HALF SIZE

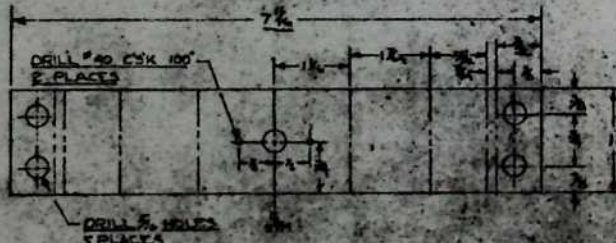
DYNAMON DWELLING		R. BRADSHAW FIELD	
WALK: TUBE			
DESIGNED BY	MKT-2	DATE	
CHECKED BY	C.L. SNIDER	REV.	
SCHEDULE		TYP	
NO. PARTS REQUIRED		SPECIFICATION	
ELECTRUMITE TUB			

DYNAMICH PVELLI	
P. B. 20041 10K PU 1	
THE MAST STAY	
DRAWING NO. MXT-1.07	
DRAWN BY CL SNIDER	
CHECKED BY	
SHEET	
NO. PARTS REQUIRED	18
SPLIFIED	
OTBI SHEET	CORR. STEEL



INDICATE
FLAT PATTERN

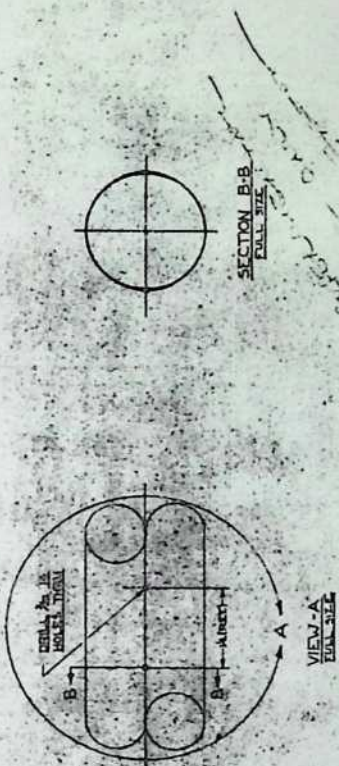
INDICATE
FIRST END



FLAT PATTERN
FINAL SIZE

Handwritten notes:
 7/15/55
 1000
 1000
 1000

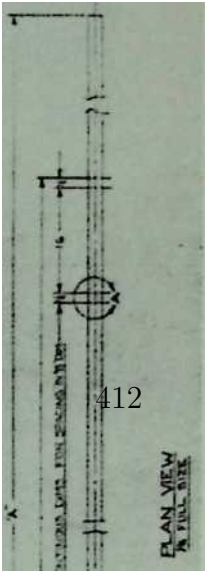
PIPER DRILLING MACHINES, ETC.
 111 CENTER PAST TUBE
 MADE BY C.L. SNIDER
 MODEL NO. 110
 DATE 7-20-17
 DRAWN BY
 111 CENTER PAST TUBE
 2 7/8 O.D. TUBE
 O.D. WALL
 CONN. RESIST
 STEEL
 FULL SIZE
 SCALE: 1/4" = 1'-0"
 APPROVED BY
 PIPER DRILLING MACHINES, ETC.
 111 CENTER PAST TUBE
 MADE BY C.L. SNIDER
 MODEL NO. 110
 DATE 7-20-17
 DRAWN BY



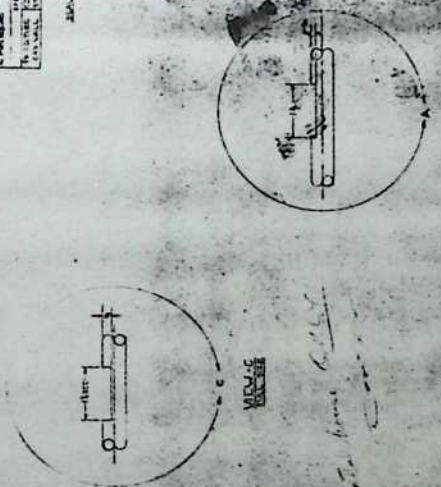
PIPER DRILLING MACHINES, ETC.
 111 CENTER PAST TUBE
 MADE BY C.L. SNIDER
 MODEL NO. 110
 DATE 7-20-17
 DRAWN BY
 111 CENTER PAST TUBE
 2 7/8 O.D. TUBE
 O.D. WALL
 CONN. RESIST
 STEEL
 FULL SIZE
 SCALE: 1/4" = 1'-0"
 APPROVED BY
 PIPER DRILLING MACHINES, ETC.
 111 CENTER PAST TUBE
 MADE BY C.L. SNIDER
 MODEL NO. 110
 DATE 7-20-17
 DRAWN BY



PIPER DRILLING MACHINES, ETC.
 111 CENTER PAST TUBE
 MADE BY C.L. SNIDER
 MODEL NO. 110
 DATE 7-20-17
 DRAWN BY



PIPER DRILLING MACHINES, ETC.
 111 CENTER PAST TUBE
 MADE BY C.L. SNIDER
 MODEL NO. 110
 DATE 7-20-17
 DRAWN BY
 111 CENTER PAST TUBE
 2 7/8 O.D. TUBE
 O.D. WALL
 CONN. RESIST
 STEEL
 FULL SIZE
 SCALE: 1/4" = 1'-0"
 APPROVED BY
 PIPER DRILLING MACHINES, ETC.
 111 CENTER PAST TUBE
 MADE BY C.L. SNIDER
 MODEL NO. 110
 DATE 7-20-17
 DRAWN BY



DYNAMICO MACHINES, INC.
FULLER - CHIEF ENGINEER

ASHER

PART OR ASSY. NO. **MO-AH**

DATE **3-7-45**

REVISION DATE

SCHEDULE

WEIGHT EACH

DESCRIPTION

TIME-MOLY AN-T-3

HEEL

DATE _____

BY E.A. NO. _____

AUTHORIZED BY _____

SCALE: NOTED

EA-352

DYNAMICO CHELLING MACHINES, INC.
B. BROWN FOR FULLER - CHIEF ENGINEER

TITLE: **SEGMENT - MAST**

DRAWING NO. **MA-48-0000A**

CHECKED BY **C.L. SNIDER**

DATE **2-11-46**

REVISION DATE

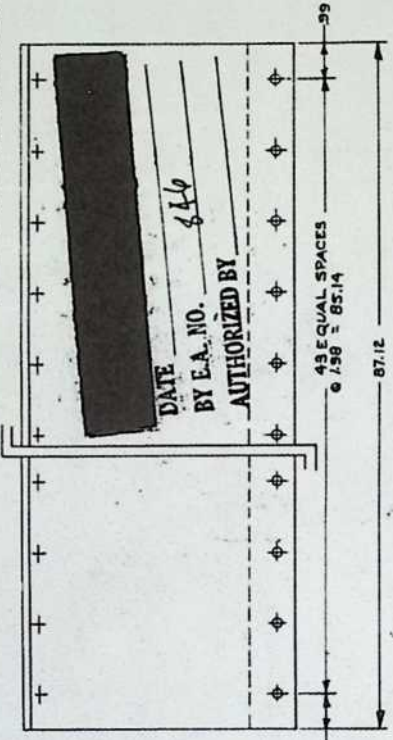
SCHEDULE

NO. PARTS REQUIRED **2**

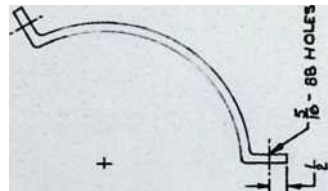
WEIGHT EACH

SPECIFICATIONS

MAKE FROM EXTRUSION **ME-01-00003**



NOTE: MACHINE GRIND ENDS SMOOTH.



EA-352

DYNAMICO CHELLING MACHINES, INC.
B. BROWN FOR FULLER - CHIEF ENGINEER

TITLE: **SEGMENT - MAST**

DRAWING NO. **MA-48-0000A**

CHECKED BY **C.L. SNIDER**

DATE **2-11-46**

REVISION DATE

SCHEDULE

NO. PARTS REQUIRED **2**

WEIGHT EACH

SPECIFICATIONS

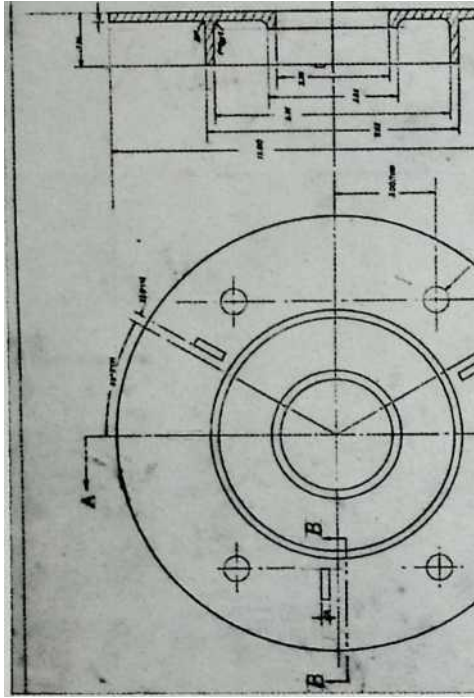
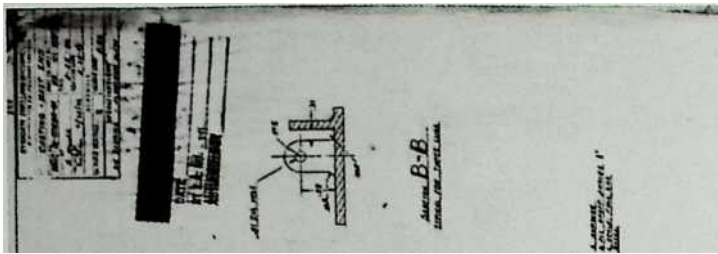
MAKE FROM EXTRUSION **ME-01-00003**

DATE _____

BY E.A. NO. _____

AUTHORIZED BY _____

SCALE: FULL SIZE



EA-336

DYNAMON DWELLING MACHINES, INC.
R. BUCKINGHAM FELLER - CHIEF ENGINEER

TITLE: **MAST - SEGMENT**

DRAWN BY: **C.L. SNIDER** DATE: **12-13-45**

CHECKED BY: **SNIDER** REVISION DATE: **2-11-46**

NO. PARTS REQUIRED: **2** SCHEDULE: **F** WEIGHT EACH: **1.01**

SCALE: 1/4" FULL SIZE

MAKE FROM EXTRUSION ME-01-00003

AUTHORIZED BY: **845**

1. MACHINE GRIND ENDS SMOOTH.

4.5

150.68

67 EQUAL SPACES
@ 1.98" = 128.70

EA-337

DYNAMON DWELLING MACHINES, INC.
R. BUCKINGHAM FELLER - CHIEF ENGINEER

TITLE: **SEGMENT - MAST**

DRAWN BY: **C.L. SNIDER** DATE: **2-11-46**

CHECKED BY: **SNIDER** REVISION DATE: **2-11-46**

NO. PARTS REQUIRED: **2** SCHEDULE: **F** WEIGHT EACH: **1.01**

SCALE: 1/4" FULL SIZE

MAKE FROM EXTRUSION ME-01-00003

DATE: **12-13-45**

BY: **845**

AUTHORIZED BY: **845**

4.5

174.84

67 EQUAL SPACES
@ 1.98" = 132.66

DYNAMON DWELLING MACHINES, INC.
R. BUCKINGHAM FELLER - CHIEF ENGINEER

TITLE: **LIFT BRACKET ASSEM.**

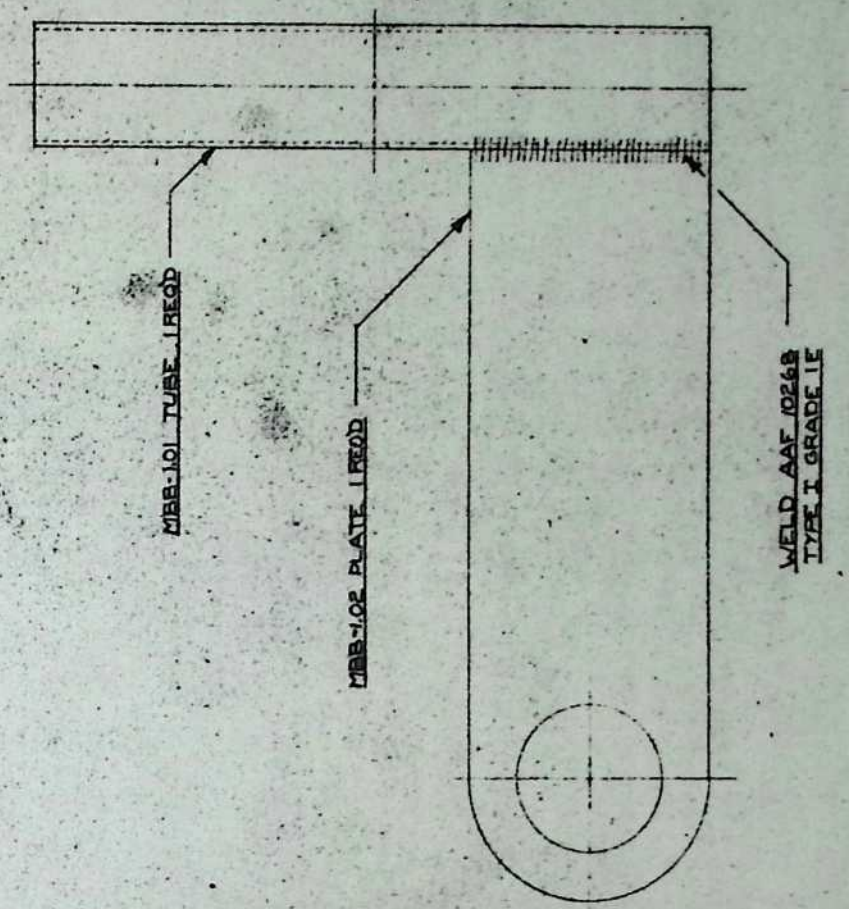
DRAWING NO. **MBB-1** PART OR ASSY. NO. **MO-AH**

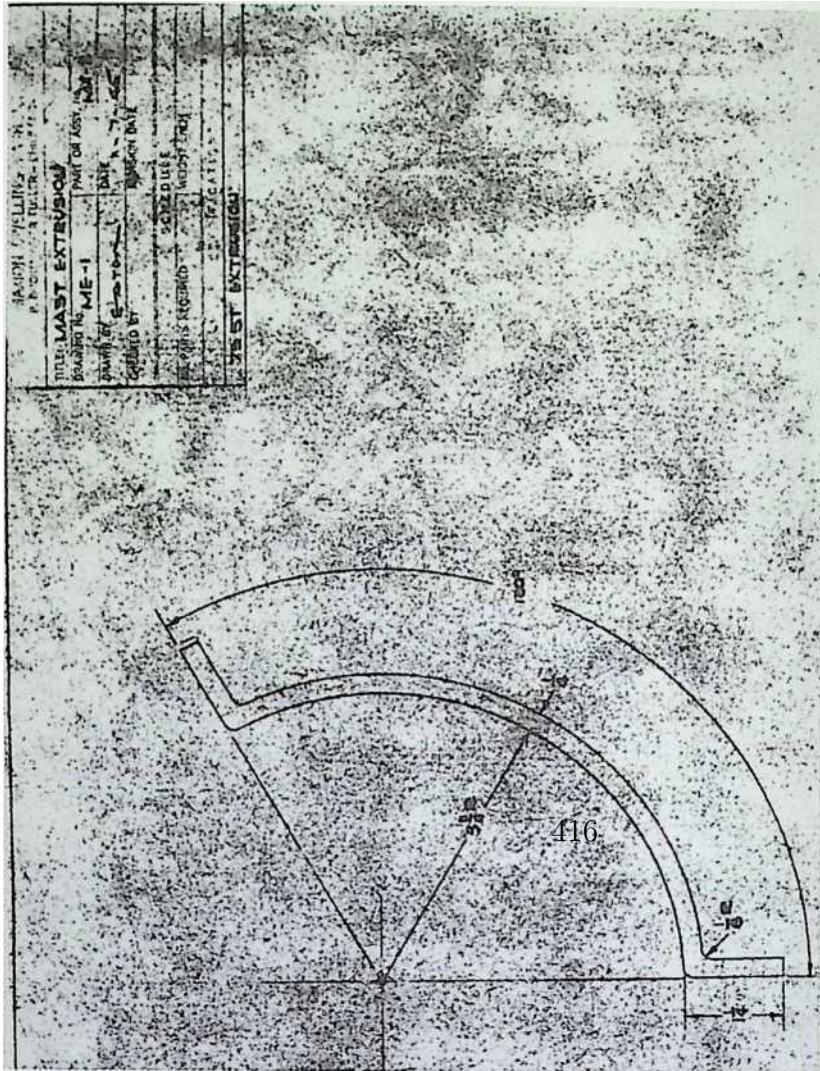
DESIGNED BY **C.L. SNIDER** DATE **3-8-45**

CHECKED BY **SNIDER** REVISION DATE

NO. PARTS REQUIRED **F** SCHEDULE **F** WEIGHT EACH **1.01**

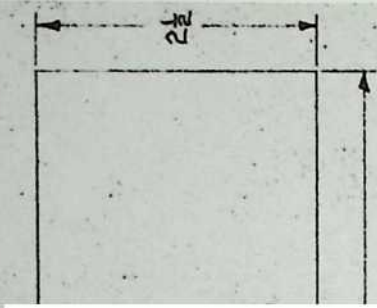
SPECIFICATIONS



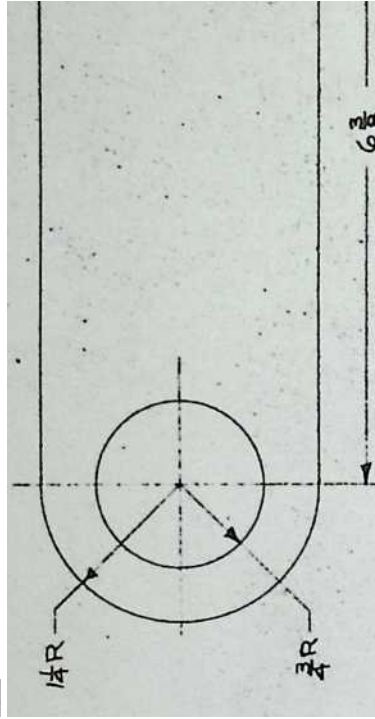


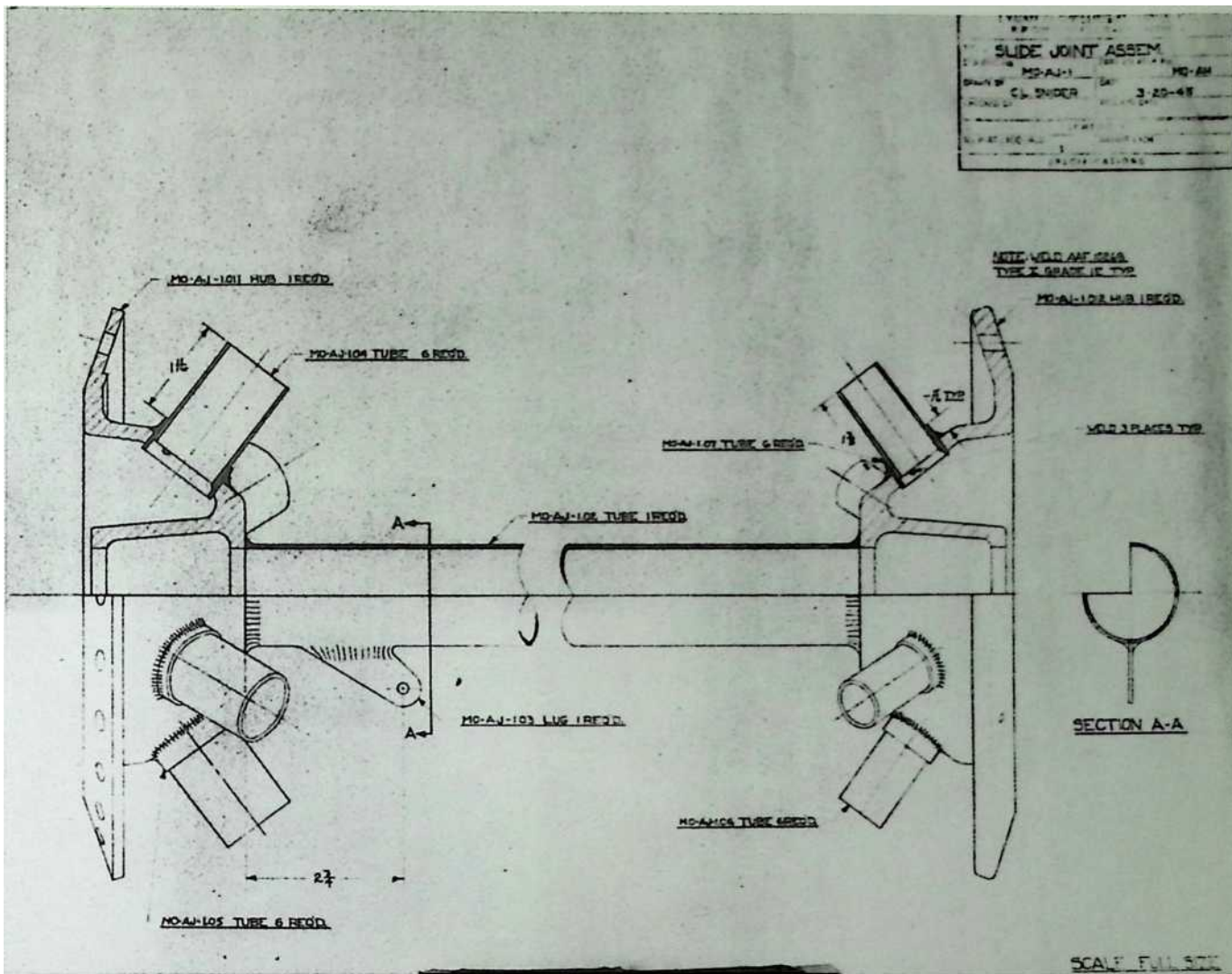
DYNAMION DWELLING MACHINES, INC. R. B. CHAMBERLAIN, CHIEF ENGINEER	
TITLE: MAST EXTENSION	PART OR ASSY. No. ME-1
DRAWN BY: C.L. SNIDER	DATE: 3-8-45
CHECKED BY:	REVISION DATE:
SPECIFICATIONS	
CHROME-MOLY	AN-QQ-S-685
STEEL	COND. N
SCALE: FULL SIZE	

DYNAMION DWELLING MACHINES, INC. R. B. CHAMBERLAIN, CHIEF ENGINEER	
TITLE: PLATE	PART OR ASSY. No. MBB-1
DRAWING No. MBB-102	DATE: 3-8-45
DRAWN BY: C.L. SNIDER	REVISION DATE:
CHECKED BY:	
SPECIFICATIONS	
CHROME-MOLY	AN-QQ-S-685
STEEL	COND. N
SCALE: FULL SIZE	



DYNAMION DWELLING MACHINES, INC. R. B. CHAMBERLAIN, CHIEF ENGINEER	
TITLE: TUBE	PART OR ASSY. No. MBB-1
DRAWING No. MBB-101	DATE: 3-8-45
DRAWN BY: C.L. SNIDER	REVISION DATE:
CHECKED BY:	
SPECIFICATIONS	
1/4 OD TUBE	CHROME-MOLY
D58 WALL	STEEL
AN-T-3	
DRILL & THRU	





DYMAXION DWELLING MACHINES, INC.
 R. BUCKMINTTER FULLER - CHIEF ENGINEER

TITLE: TUBE:
DRAWING No

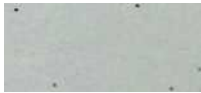
PART OR ASSY. No. , , .
 MO-AJ- 1

MO-ACT- 1.02.
DRAWN BY
 C.L. SNIDER

DATE 3-fe-AS

CHECKED BY
SCHE

REVISION DATE
DOLE



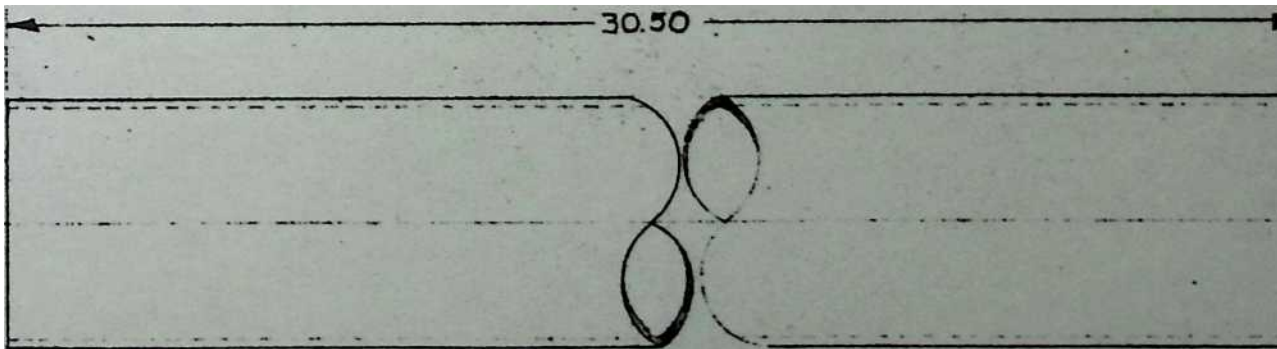
7<0. PARTS REQUIRED , " Tv.EM3.iT EACH -

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SPECIFICATIONS

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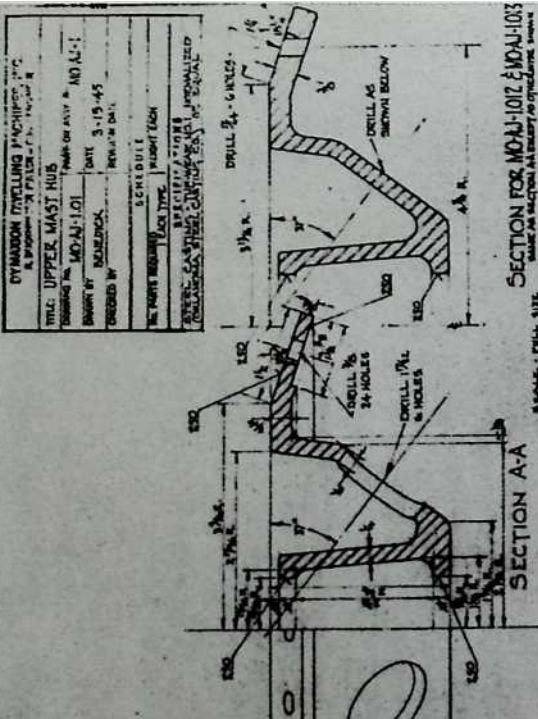
j .058 WALL ; STEEL- ; "



SCALE RJLL 5>ZSL

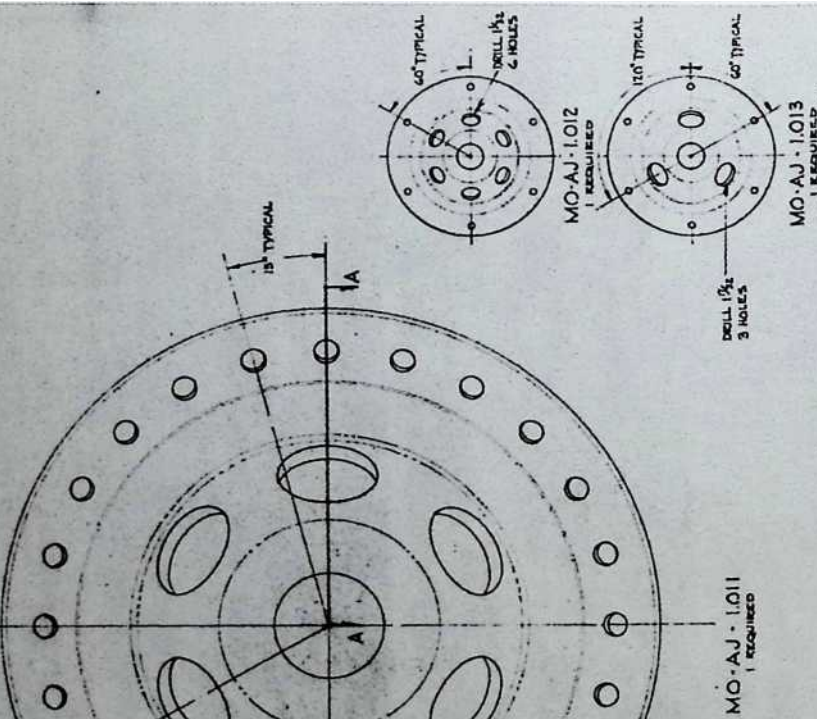
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in



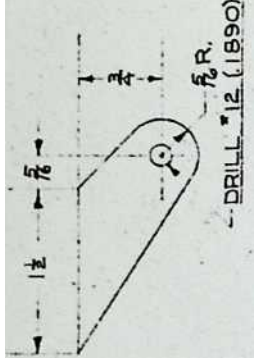
SECTION FOR MO-AJ-1012 & MO-AJ-1013

419



DYNAMAX DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: LUG	
DRAWING NO. MO-AJ-1003	PART OR ASSY. NO. MO-AJ-1
DRAWN BY C.L. SNIDER	DATE 3-6-45
CHECKED BY	REVISION DATE
No. PARTS REQUIRED 1	SCHEDULE
	WEIGHT EACH .035
SPECIFICATIONS	
.125 PLATE	CHROME-MOLY AN-00-3-685
	STEEL COND. N

MAR 20 1945



DYNAMAX DWELLING MACHINES, INC. R. BUCKMINSTER FULLER - CHIEF ENGINEER	
TITLE: TUBE	
DRAWING NO. MO-AJ-1004	PART OR ASSY. NO. MO-AJ-1
DRAWN BY C.L. SNIDER	DATE 3-20-45
CHECKED BY	REVISION DATE
No. PARTS REQUIRED 9	SCHEDULE
	WEIGHT EACH .14
SPECIFICATIONS	
1/8" OD TUBE	CHROME-MOLY AN-00-3-685
.058 WALL	STEEL COND. N



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DYMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: TUBE

DRAWING No. MO-AJ-107 PART OR ASSY. No. MO-AJ-1
 DRAWN BY C.L. SNIDER DATE 3-20-45
 CHECKED BY REVISION DATE

SCHEDULE

No. PARTS REQUIRED 6 WEIGHT EACH .02

SPECIFICATIONS

1 O.D. TUBE CHROME-MOLY AN-VW-T-850
 .035 WALL STEEL COND N TYPE I



DYMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: TUBE

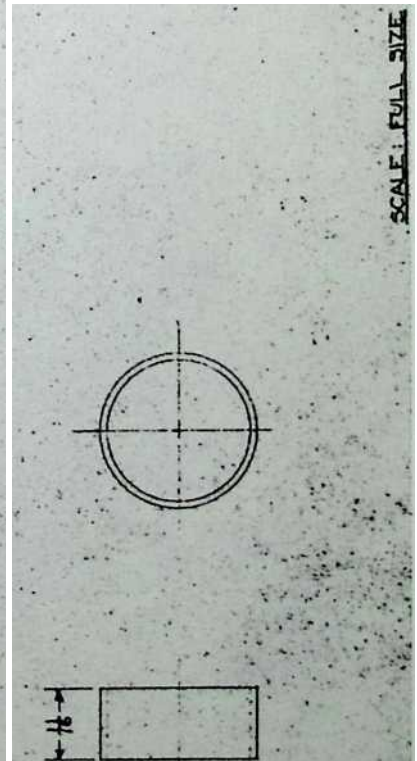
DRAWING No. MO-AJ-105 PART OR ASSY. No. MO-AJ-1
 DRAWN BY C.L. SNIDER DATE 3-20-45
 CHECKED BY REVISION DATE

SCHEDULE

No. PARTS REQUIRED 5 WEIGHT EACH .05

SPECIFICATIONS

1 1/2 O.D. TUBE CHROME-MOLY AN-VW-T-850
 .035 WALL STEEL COND N TYPE I



DYMAXION DWELLING MACHINES, INC.
R. BUCKMINSTER FULLER - CHIEF ENGINEER

TITLE: TUBE

DRAWING No. MO-AJ-106 PART OR ASSY. No. MO-AJ-1
 DRAWN BY C.L. SNIDER DATE 3-20-45
 CHECKED BY REVISION DATE

SCHEDULE

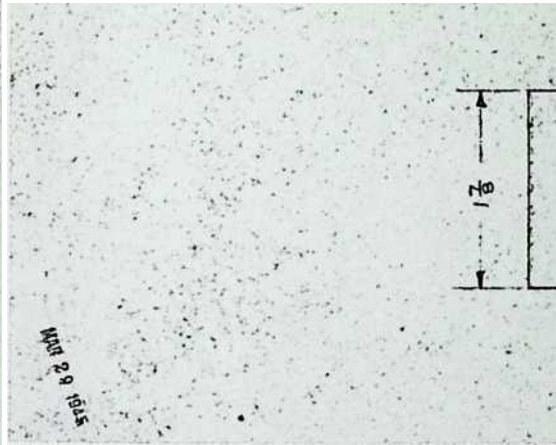
No. PARTS REQUIRED 6 WEIGHT EACH .05

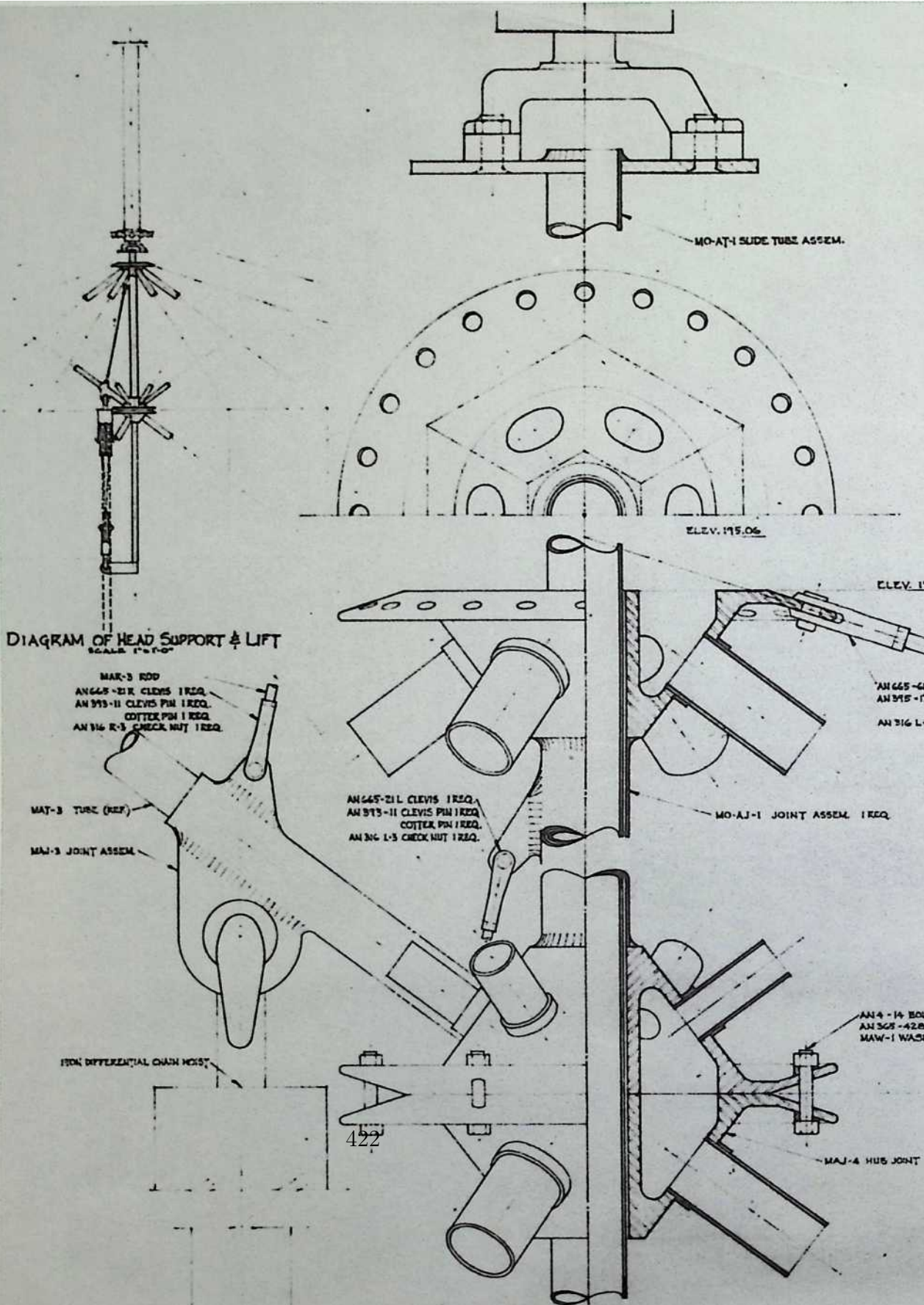
SPECIFICATIONS

3/8 O.D. TUBE CHROME-MOLY AN-VW-T-850
 .035 WALL STEEL COND N TYPE I



SCALE: FULL SIZE

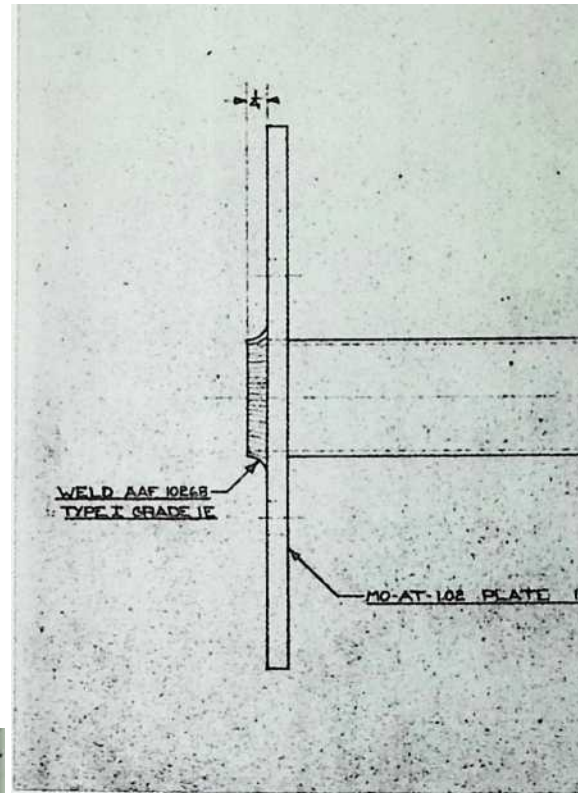




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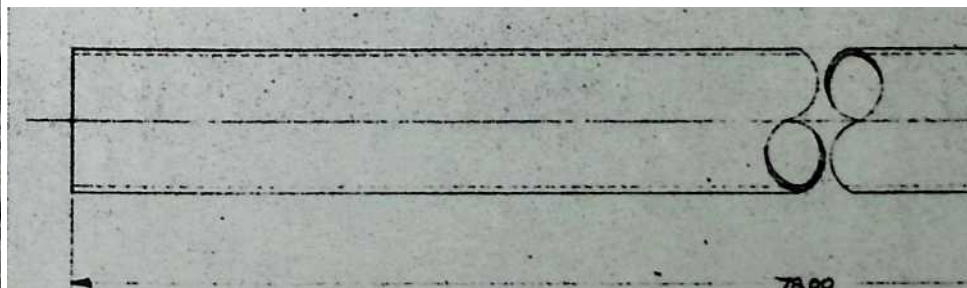
scAir - ruu. SIZE.



WELD SLIDE TUBE ASSEMBLY	
DRAWING NO. MO-AT-1	PART OR ASST. NO.
DRAWN BY CL SNIDER	DATE 3-7-45
CHECKED BY	REVISION DATE
SCHEDULE	

NO PARTS REQUIRED	WEIGHT EACH
	584
SPECIFICATIONS	

CYNAMON DWELLING MACHINES, INC. R. BUCKMASTER FULLER - CHIEF ENGINEER		
TITLE: TUBE		
DRAWING NO. MO-AT-101	PART OR ASST. NO. MO-AT-1	
DRAWN BY CL SNIDER	DATE 3-7-45	
CHECKED BY	REVISION DATE	
SCHEDULE		
NO PARTS REQUIRED	WEIGHT EACH	584
SPECIFICATIONS		
1 1/2 O.D. TUBE	CHROME-MOLY	AN-T-3
0.058 WALL	STEEL	



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SCALE FULL 5VZ.E.

DYMAXION DWELLING WOH|l¹i\$, l*'C.

R. BUCKMINSTER FULLER - CHiir ING*NE* R

PART OR ASSY. Na MO-AT-1

“ • * 3-7*45*

GL. SNIDER

CKidooijv

THU: PLATE

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MQ-AT-I.oa

SPECIFICATIONS

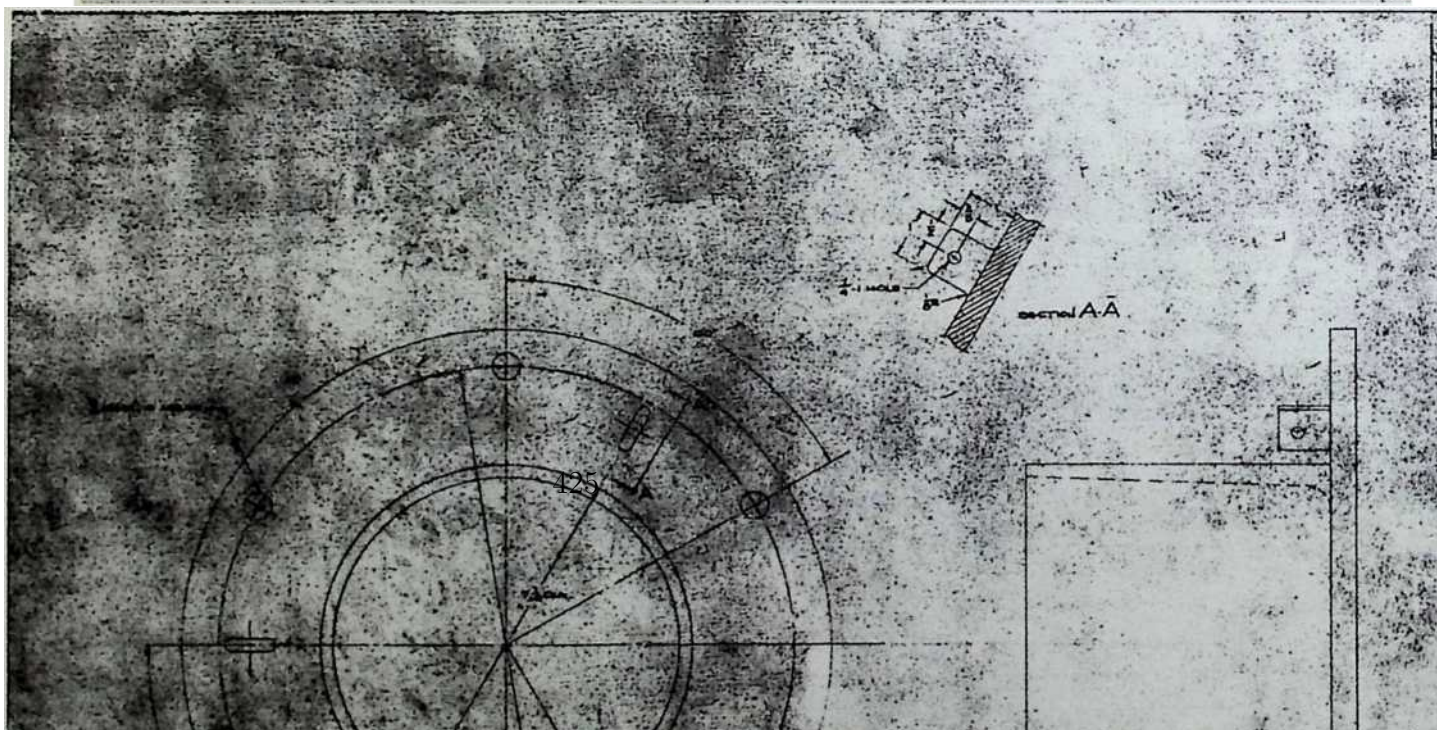
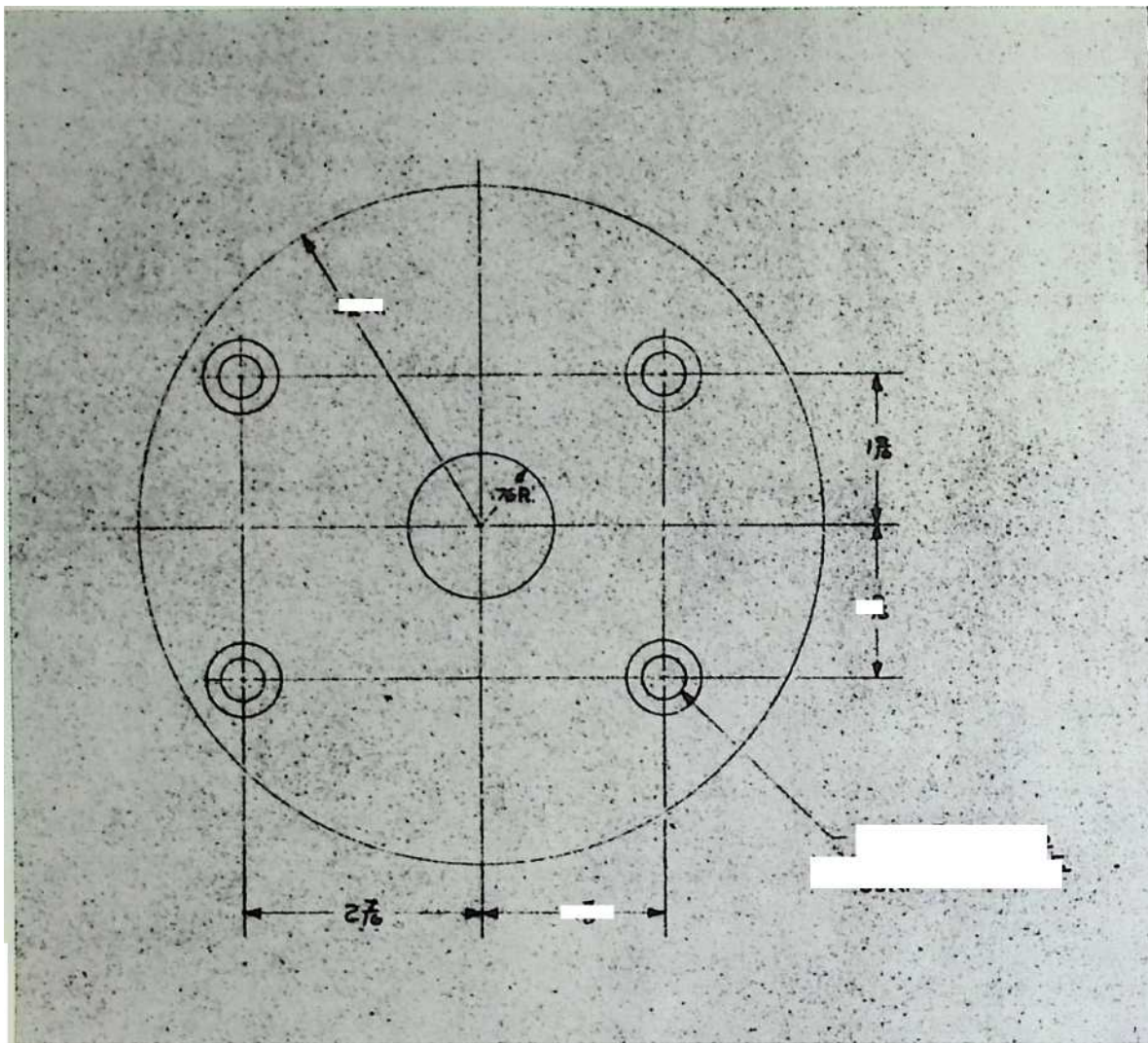
'£5 PLATE •

**CHROME-MOLY
STEEL**

AN-QQ-S-685 CONP, N

schedule

JETWrre REtjSStD (Tweight



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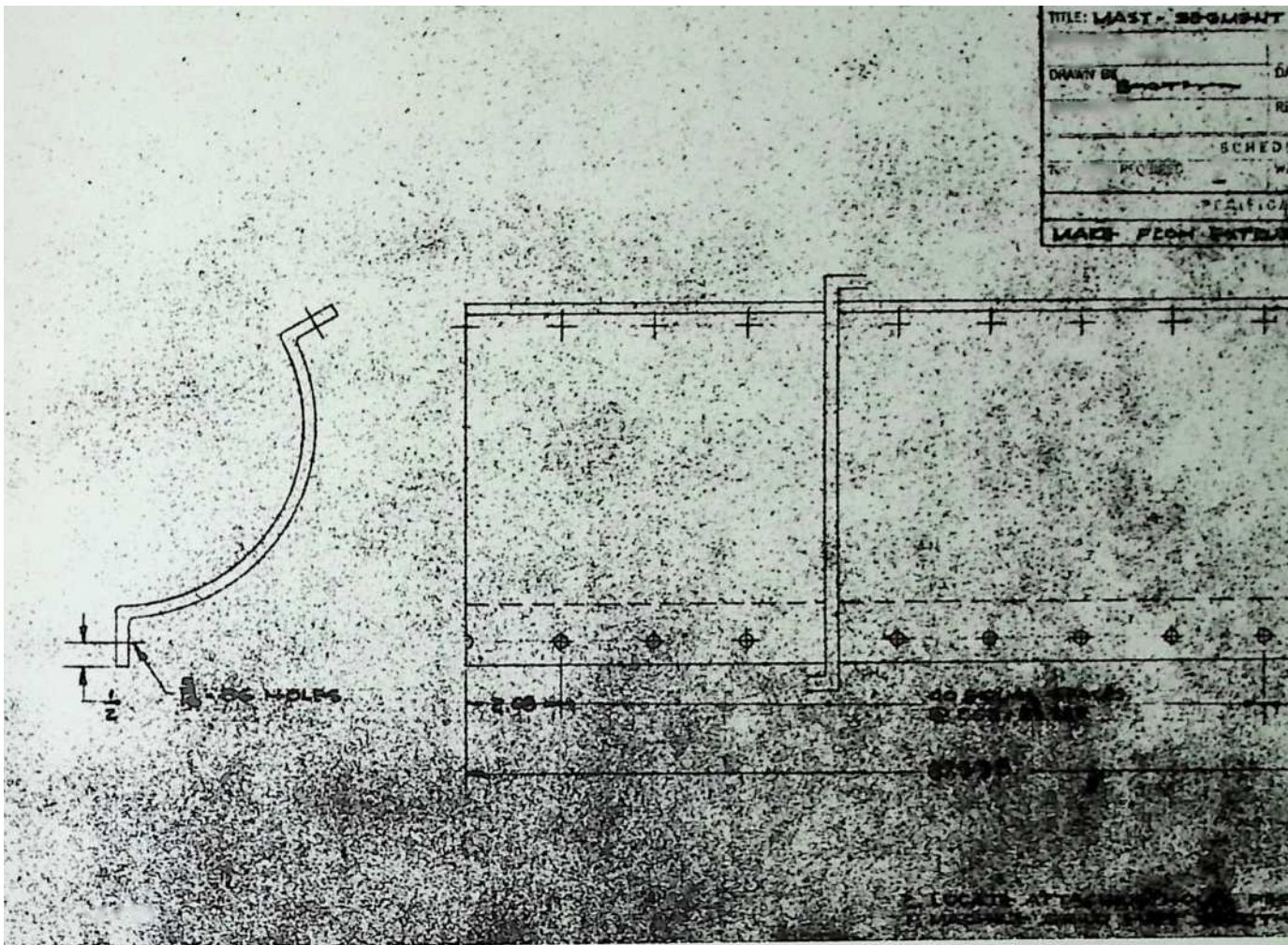
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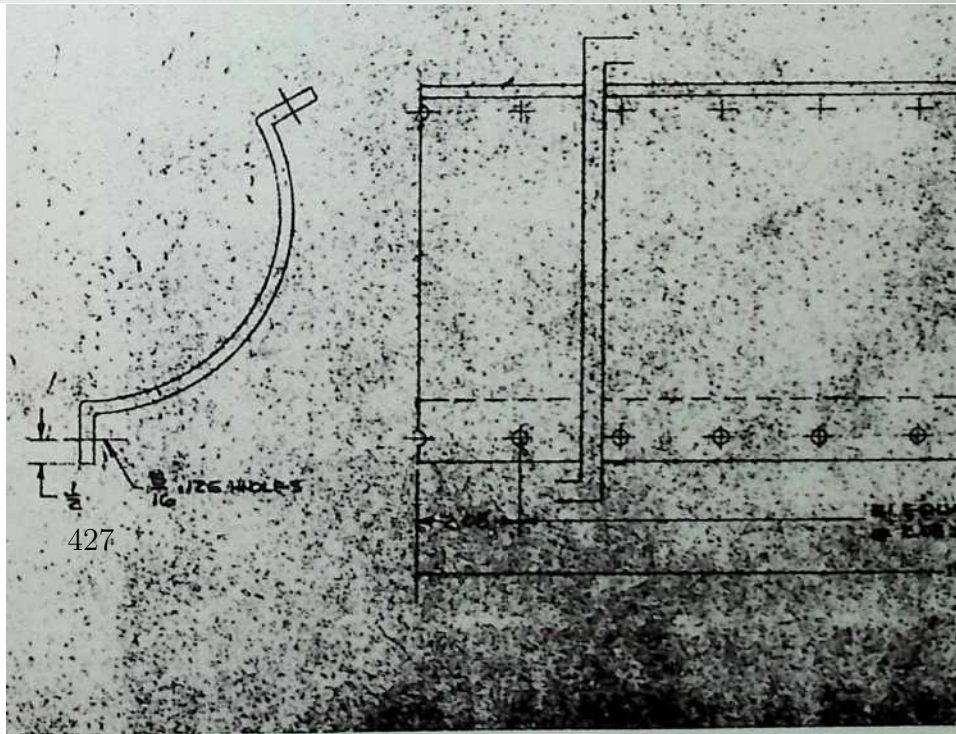
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;... • . i J. j.YUUfra r.XHiNCS, INC. R BVW KjiER FIAUJt . CWF OfmCa

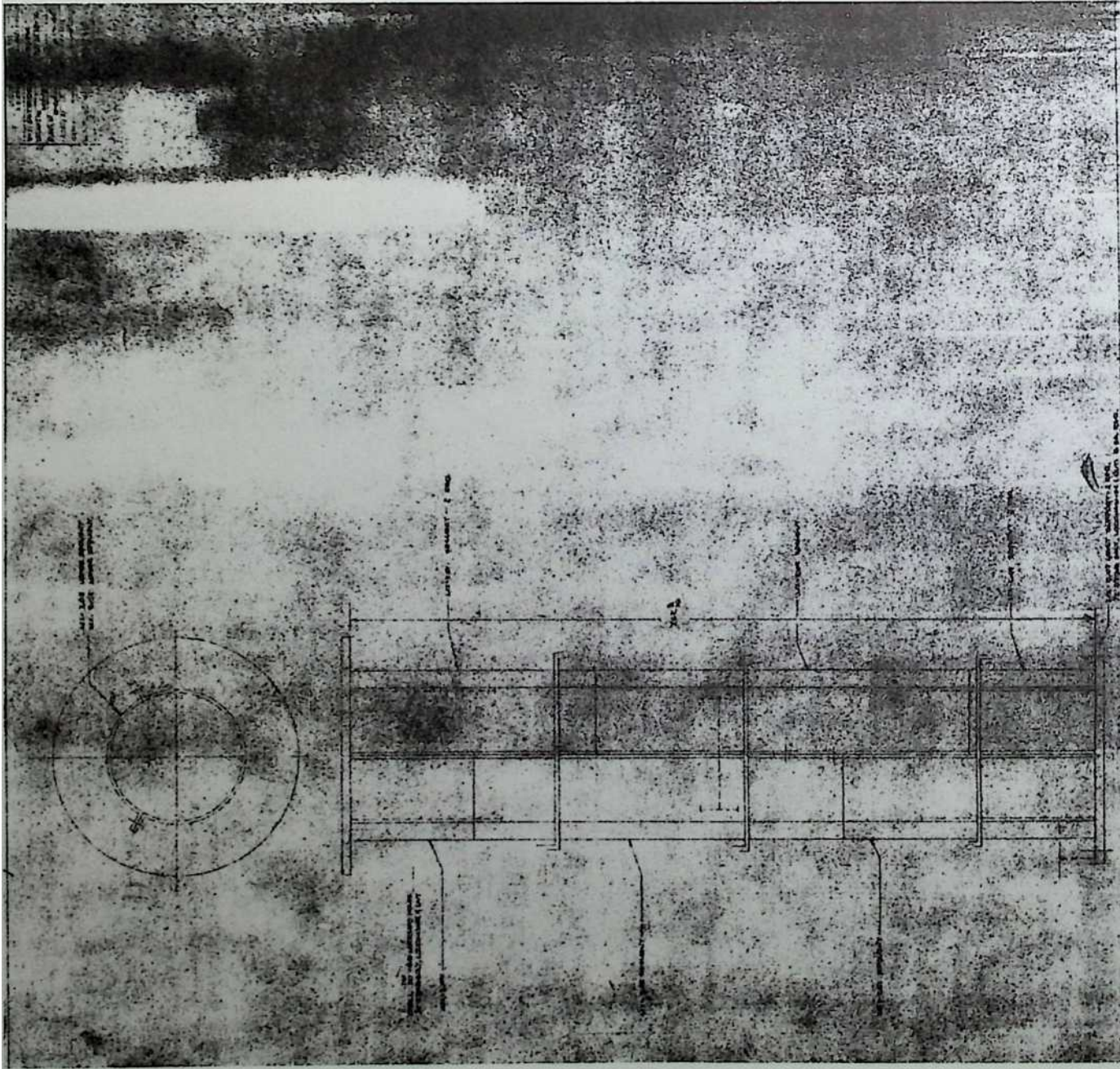


TITLE: LAST - SEGMENT	
DRAWN BY	
REVISION	
SCHEDULE	
PROJECT	
DESCRIPTION	
MADE FROM EXTENSION	

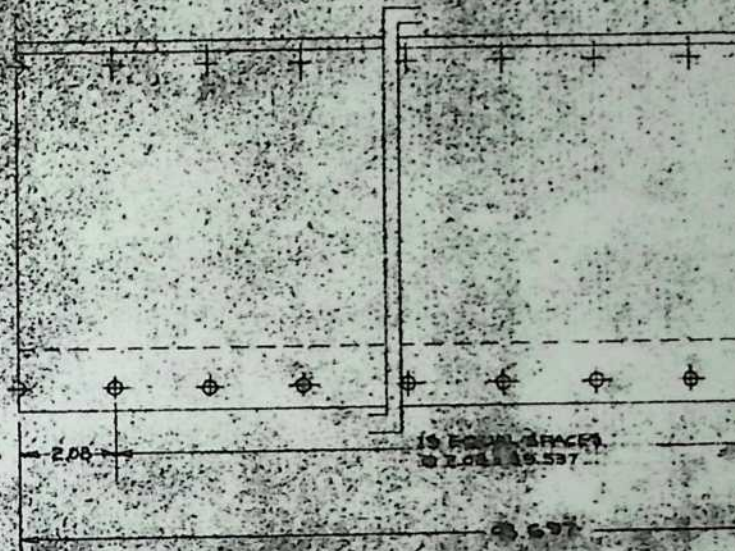
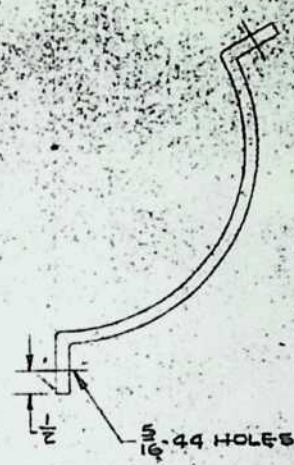
TITLE: LAST - LONG SEGMENT	
DRAWING No. MX 2.02	PART OR ASSY. No. MX-2
DRAWN BY	DATE 11-8-95
CHECKED BY	REVISION DATE
SCHEDULE	
NO. OF HOLES REQUIRED 4	WEIGHT LBS.
NOTES AND DIMENSIONS	
MADE FROM EXTENSION - ME-1	



427

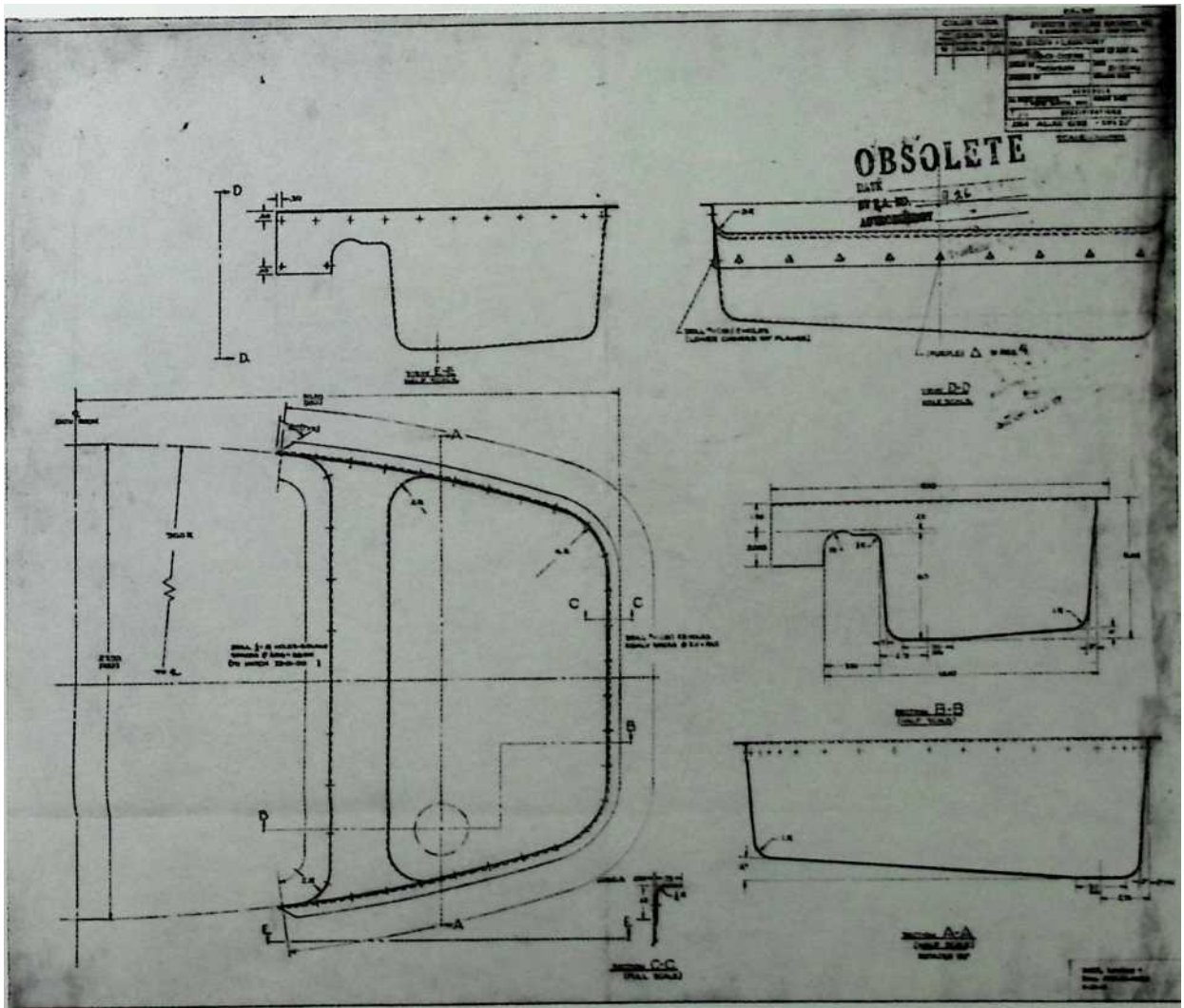


TITLE: MAS
 DRAWING No. M
 DRAWN BY: E
 CHECKED BY:
 No. TITLES REQ.
 MAKE



2. LOCATE ATTA
 1. LUXHINE GEN

NOTE-



DYMAXION DWELLING MACHINES, INC.

SCALE FULL SI2-E

R. BUCKMINSTER RJLLER - CHIEF ENGINEER.

TITLE: BAR-BATH HA'tfD SUPPORT

'W-)-39G

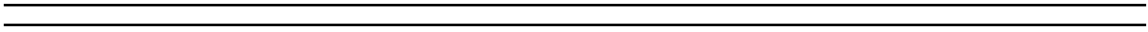
PART OR ASSY. No.

DATE "

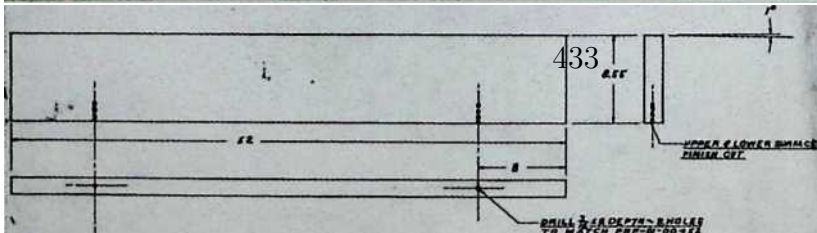
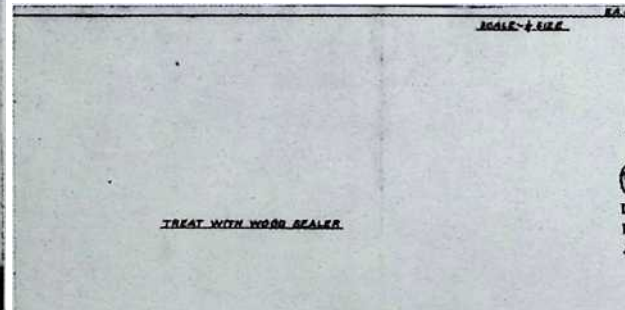
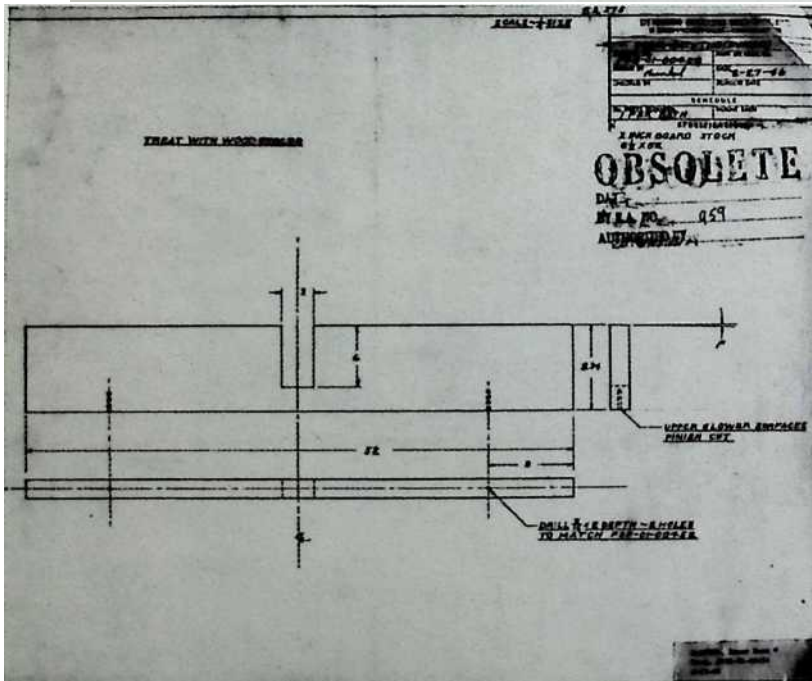
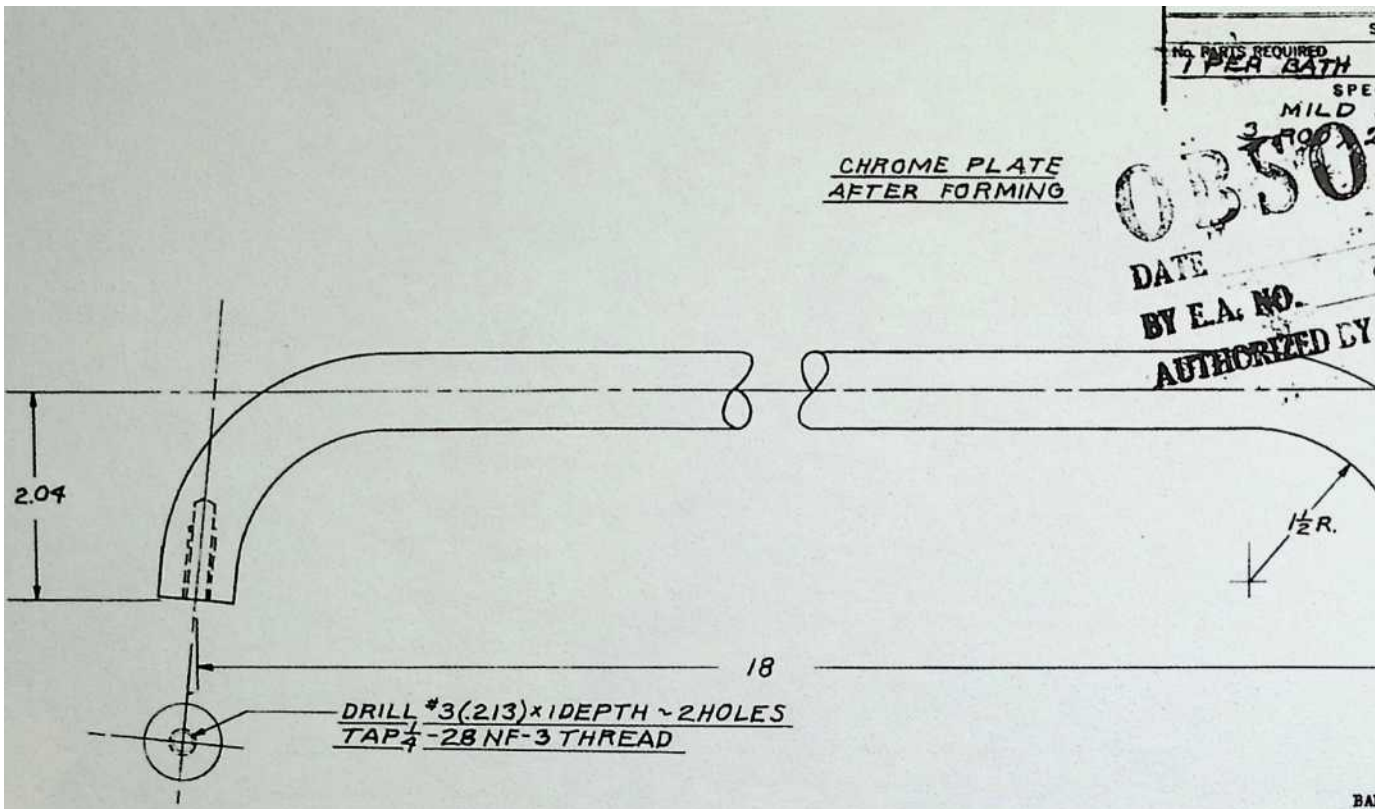
£-26

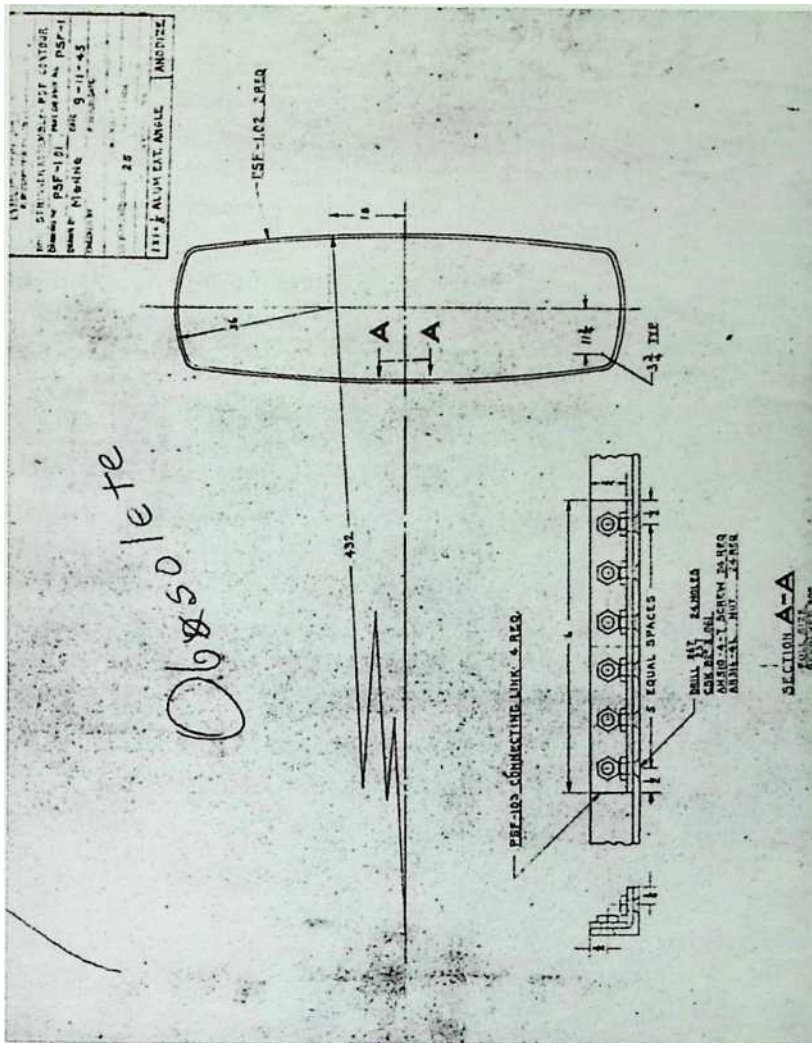
CHECKED BY

REVISION DATE



Drug. #raB-01-00J96 2-26-46





E.A. 285

SCALE ~ TWICE SIZE

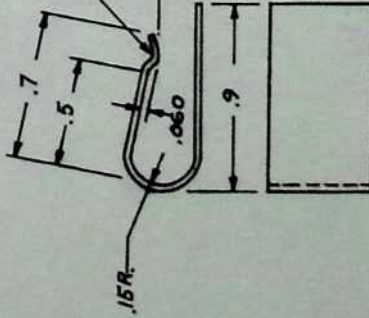
H.T. HARDEN
AND
CHROME PLATE

MAXIM DWELLING MACHINES, INC.
R. BUCHMINSTER FILLER - CHIEF ENGINEER

TITLE: CLIP-MIRROR	PART OR ASSY. No.
DRAWING No. PBC-01-00186	DATE 2-26-46
DRAWN BY Kumbel	REVISION DATE
CHECKED BY	

SCHEDULE	
No. PARTS REQUIRED	WEIGHT EACH
2 PER BATH	

SPRING STEEL $\frac{1}{2}$ X $\frac{1}{2}$ TH

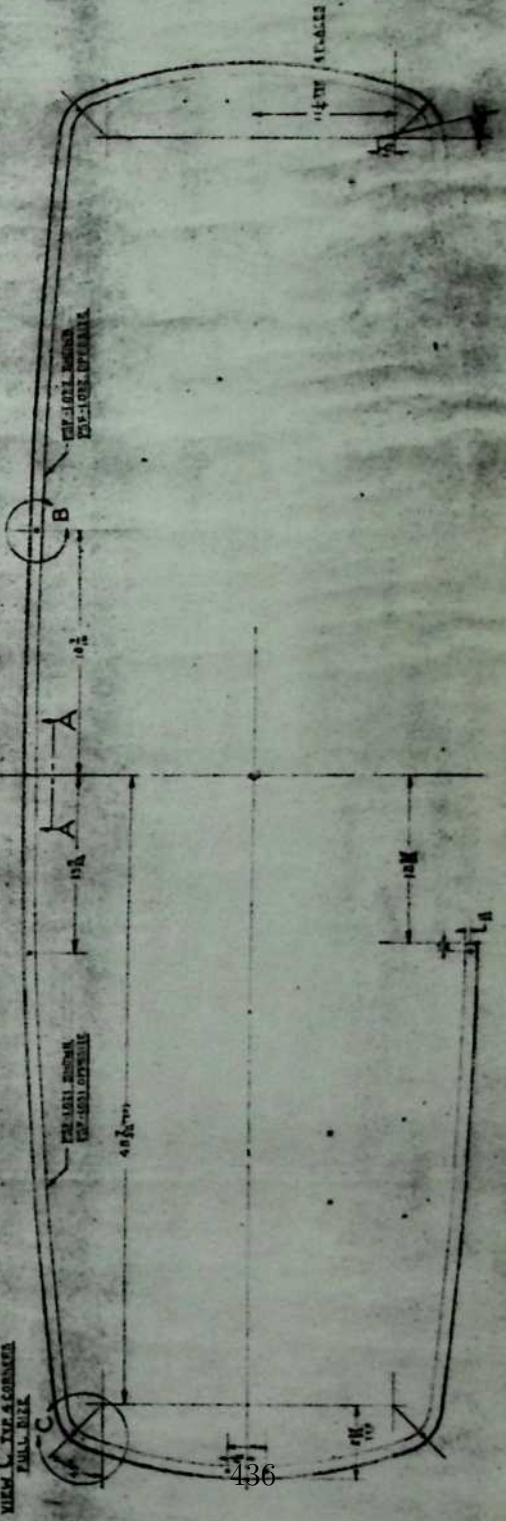
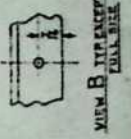
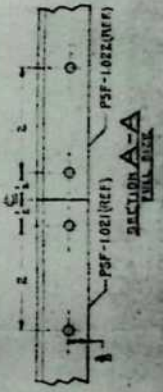
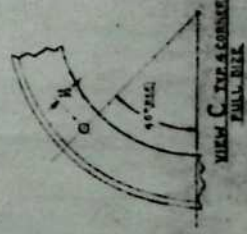


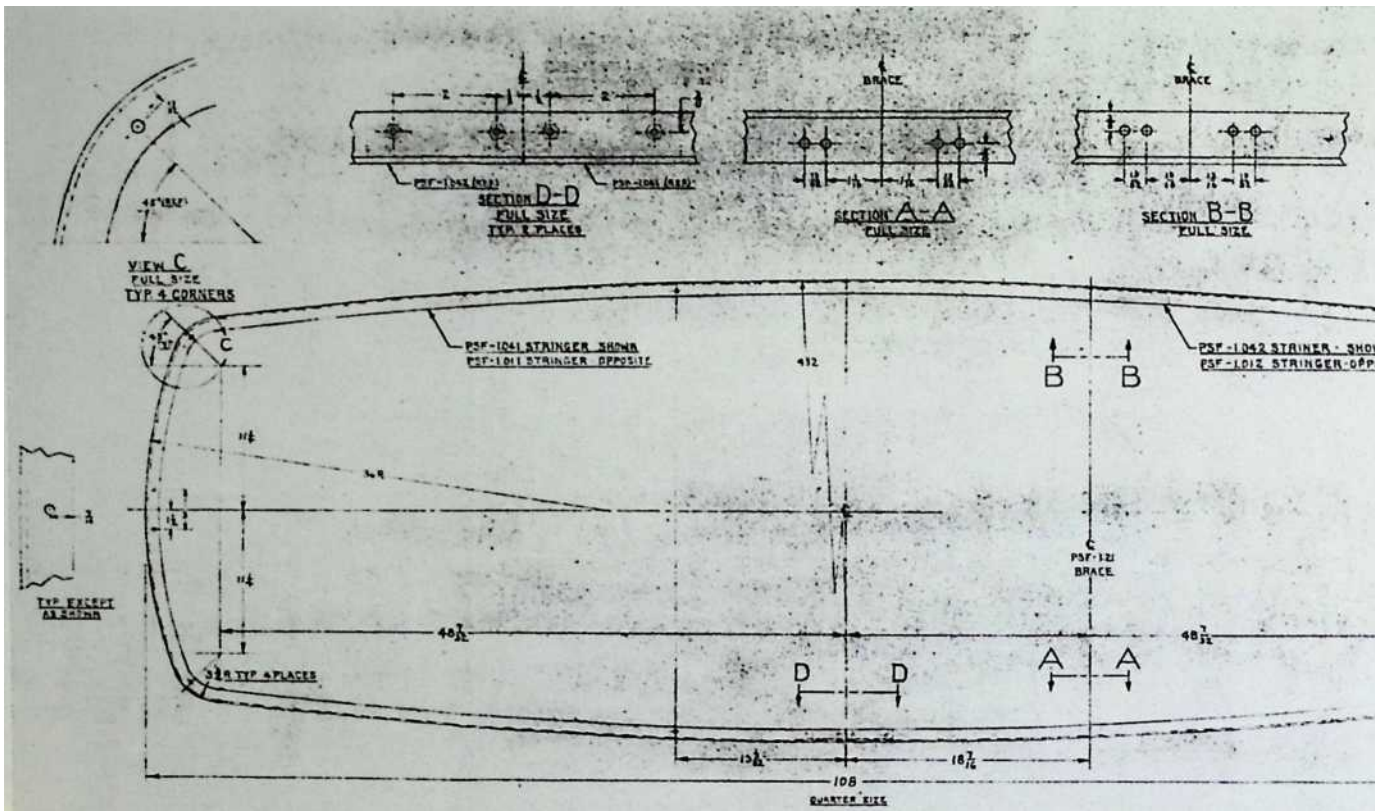
OBSCURED BY

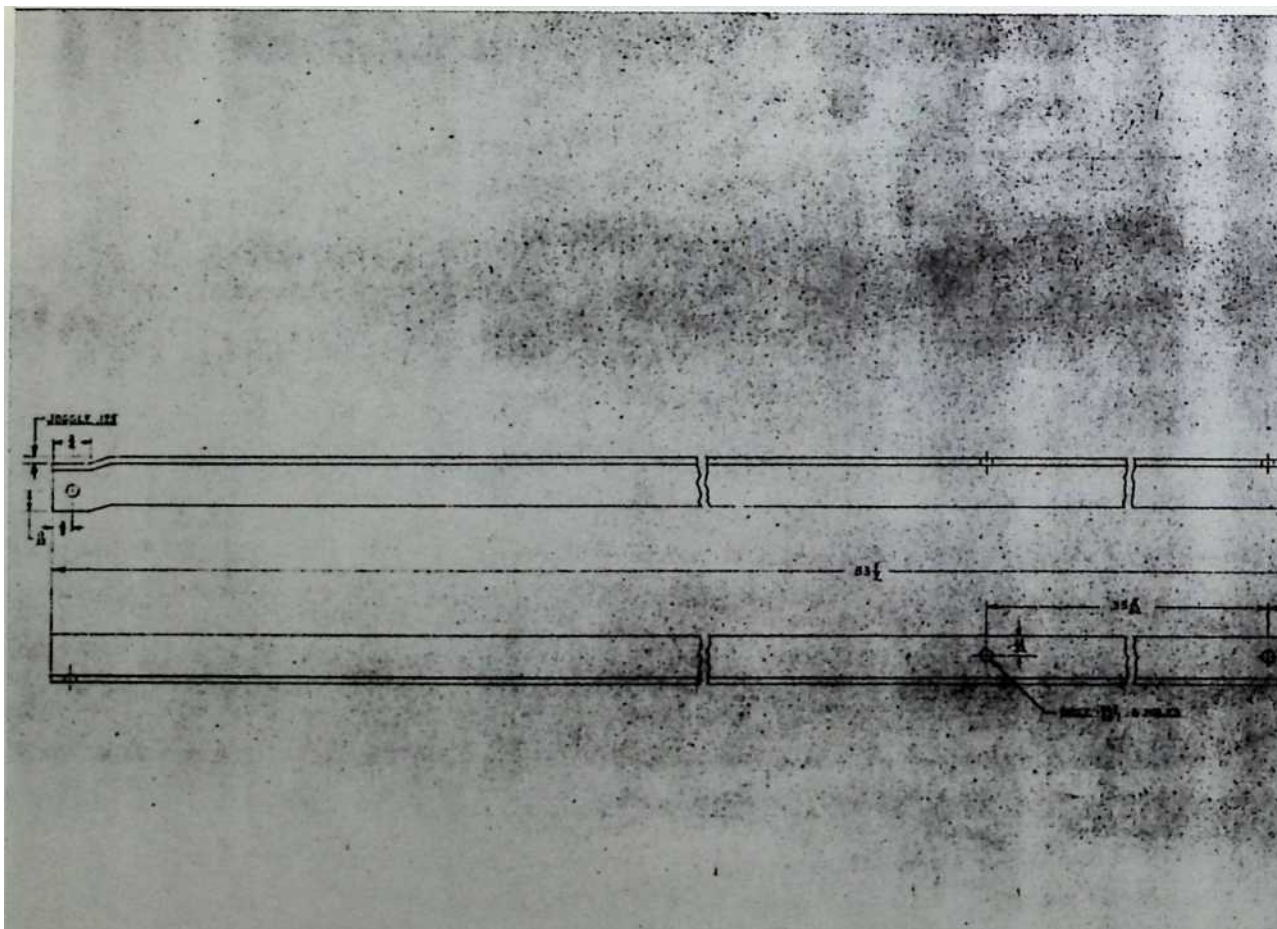
APPROVED BY
DATE

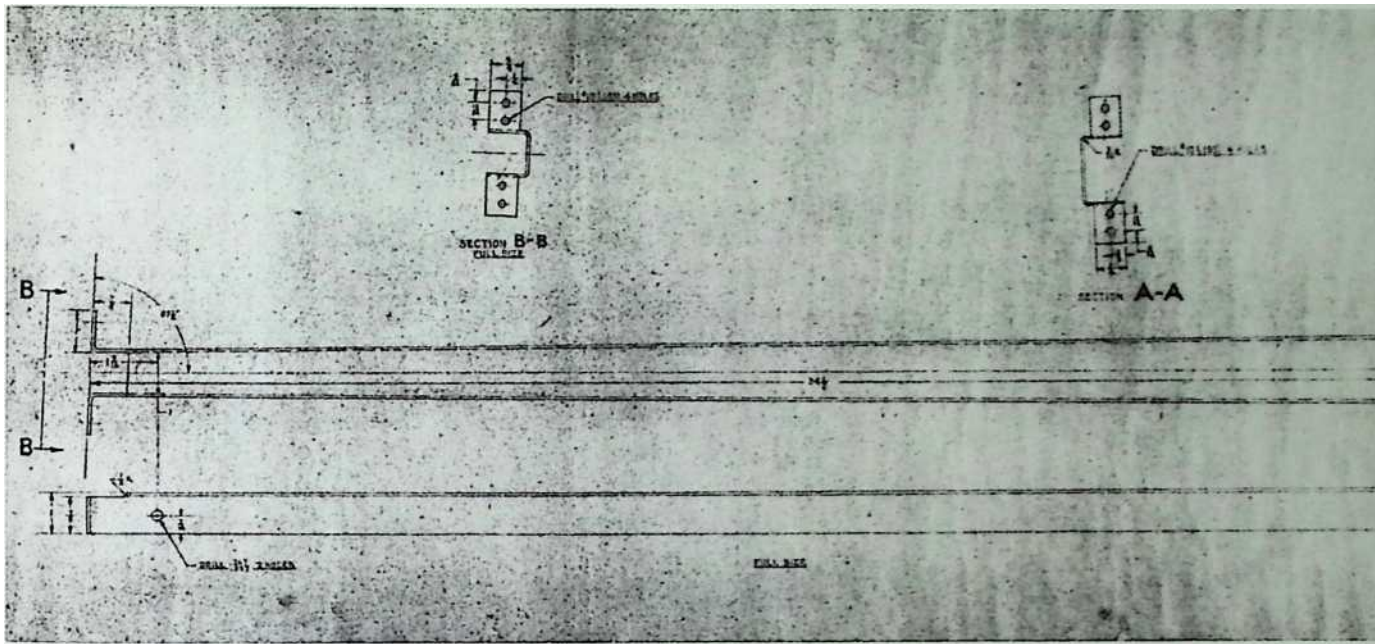
MIRROR CLIP *
DRWG. #PBC-01-00186
2-26-46

APPROVED: [Signature] DATE: [Date]
 TITLE: [Title]
 PROJECT: [Project Name]
 DRAWING NO.: [Drawing Number]
 SHEET NO.: [Sheet Number]
 SCALE: [Scale]
 DATE: [Date]









DYMAWON DWELLING MACHINES, INC.

R. BUCKHUNTER FULLER - CHIEF ENGINEER

ME: **FILLER STRIP - DOOR,**

DRAWN BY THOMSON

(MT OR Altr. Hoi

CHECKED BY

DATE

SCHEDULE

REVISION DATE

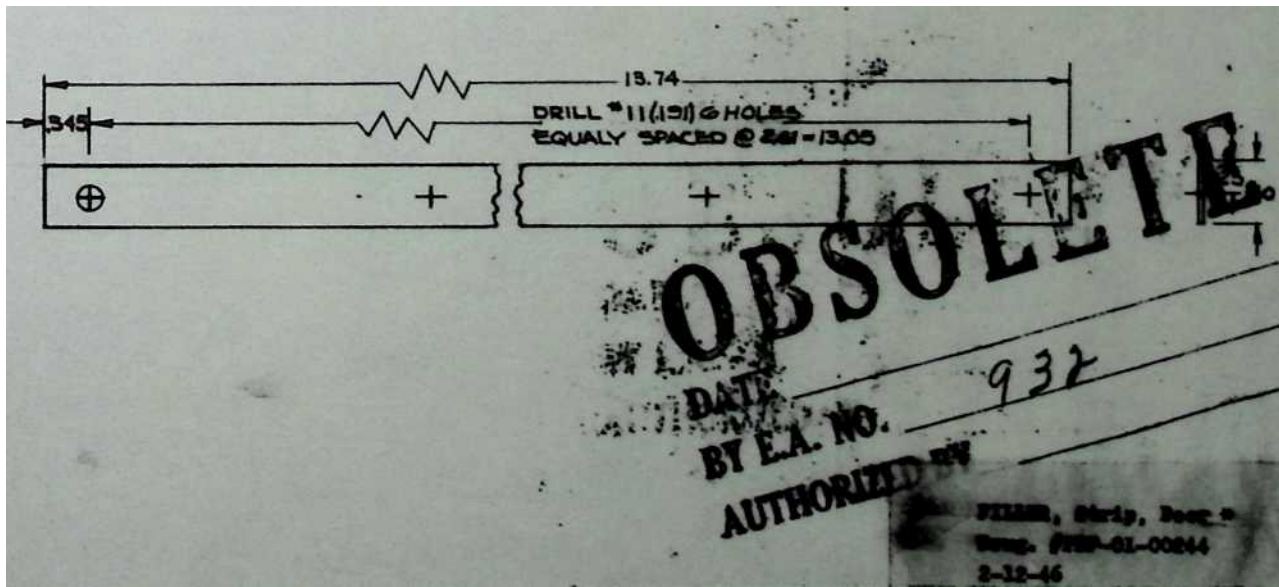
pS'sSth RM -

WEIGHT EACH

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JOS! ALUMr-£4ST - S XH.7»

FQUU

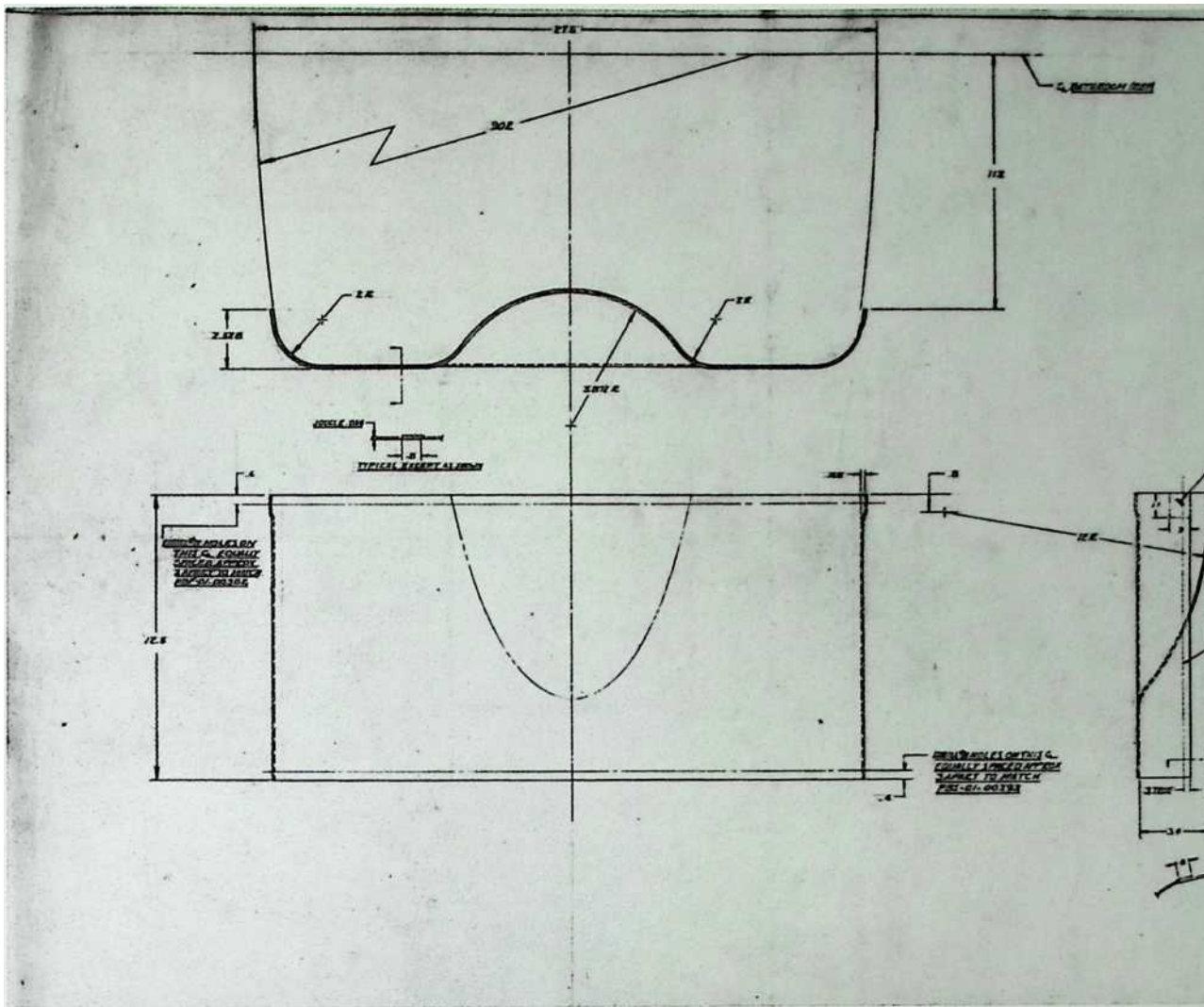


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OBSOLETE j

DATE

BY EX HO. f.4--¹



SCALE''* FULL SIZE

T-A. 3-77

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TITLE: FILLER-BATHROOM DOOR BILL PTOO

PART OR ASSY. No.

CHtCixLD BY

DATE x/

£-27-4b

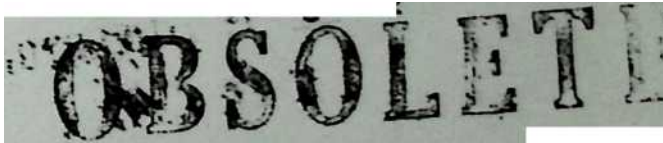
REVISION DATE

WOOD SEALER TREATED

SCHEDULE

No. | V,clGHR EACH

SPEQIFICAIHOK



OAKWOQDJX/fxe.2

nun, Bathroom Door 8111* Dnr«. nP-01-00456 2-77-46

A. 37 A

SCALE-FULL S/Z.E

DYMAXION DWELLING ./C.

R. BEJCK'V'-TSR rj-.LER - CHIEF ENGINEER

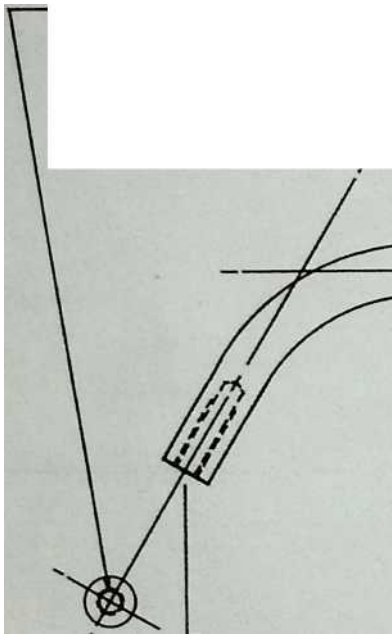
tow: **HANGER-TOWEL**

-0030/

CHEC IED BY

REVISION DATE

DRILL3f.13) I DEPTH * ZHOLES TAP±-ZBNF~3 THREAD



CHROME PLATE AFTER FORMING

SCHEDULE	
NO. PARTS REQUIRED 4 PER BATCH	WEIGHT EACH

SPECIFICATIONS:
MILD STEEL
1/2" ROD x 1 3/4"

OBSOLETE

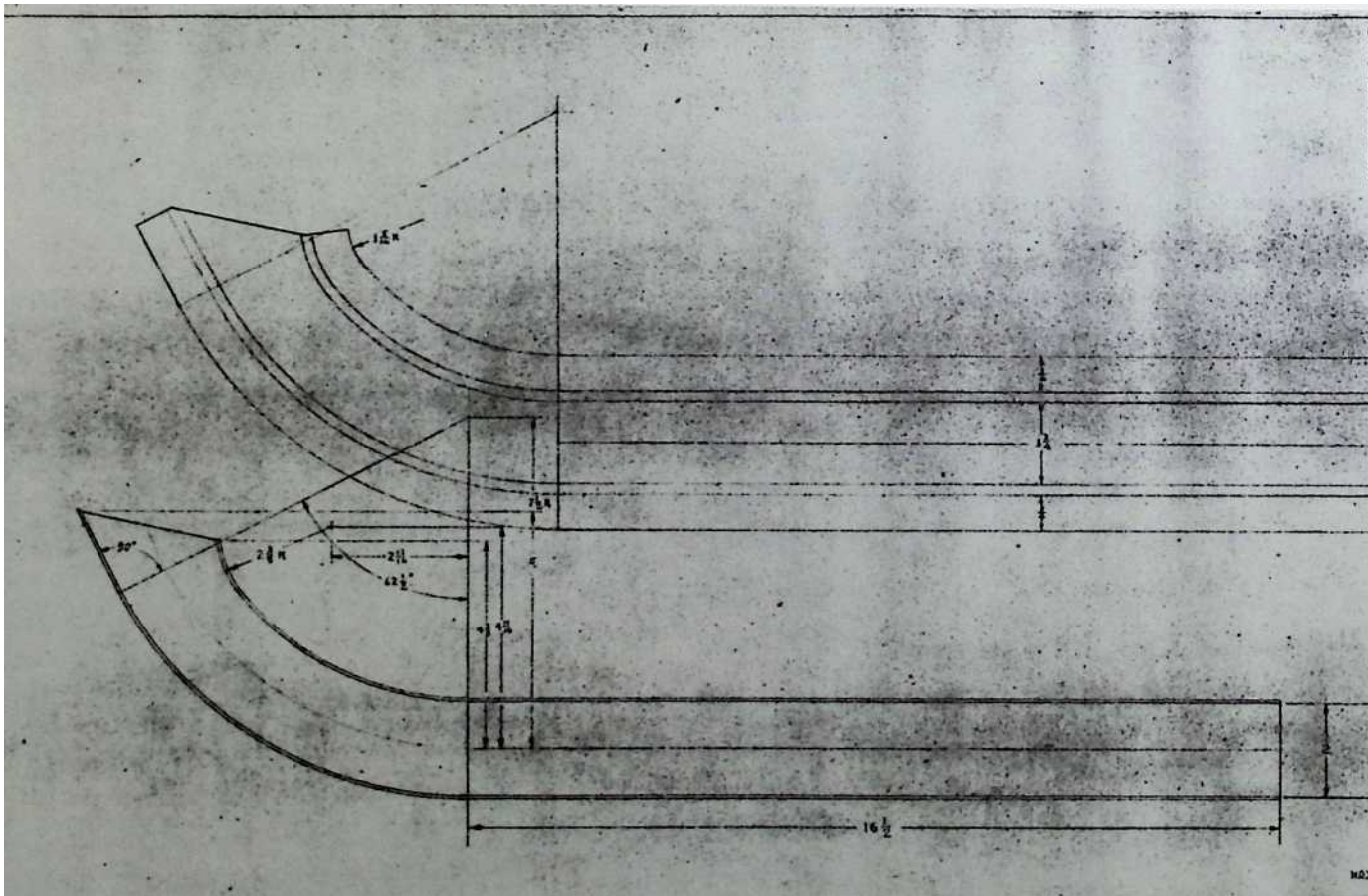
DATE _____

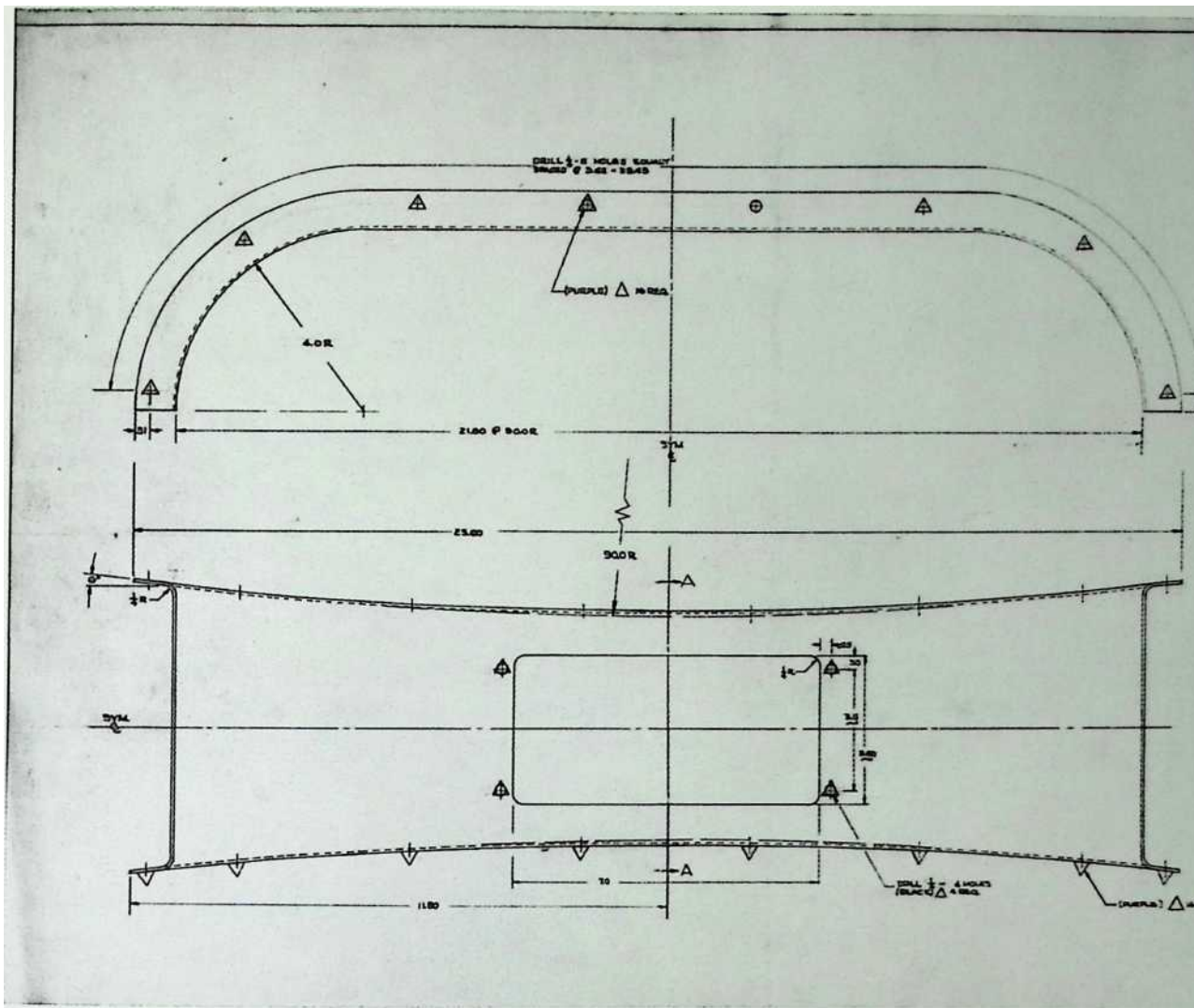
BY: E.A. NO. 940

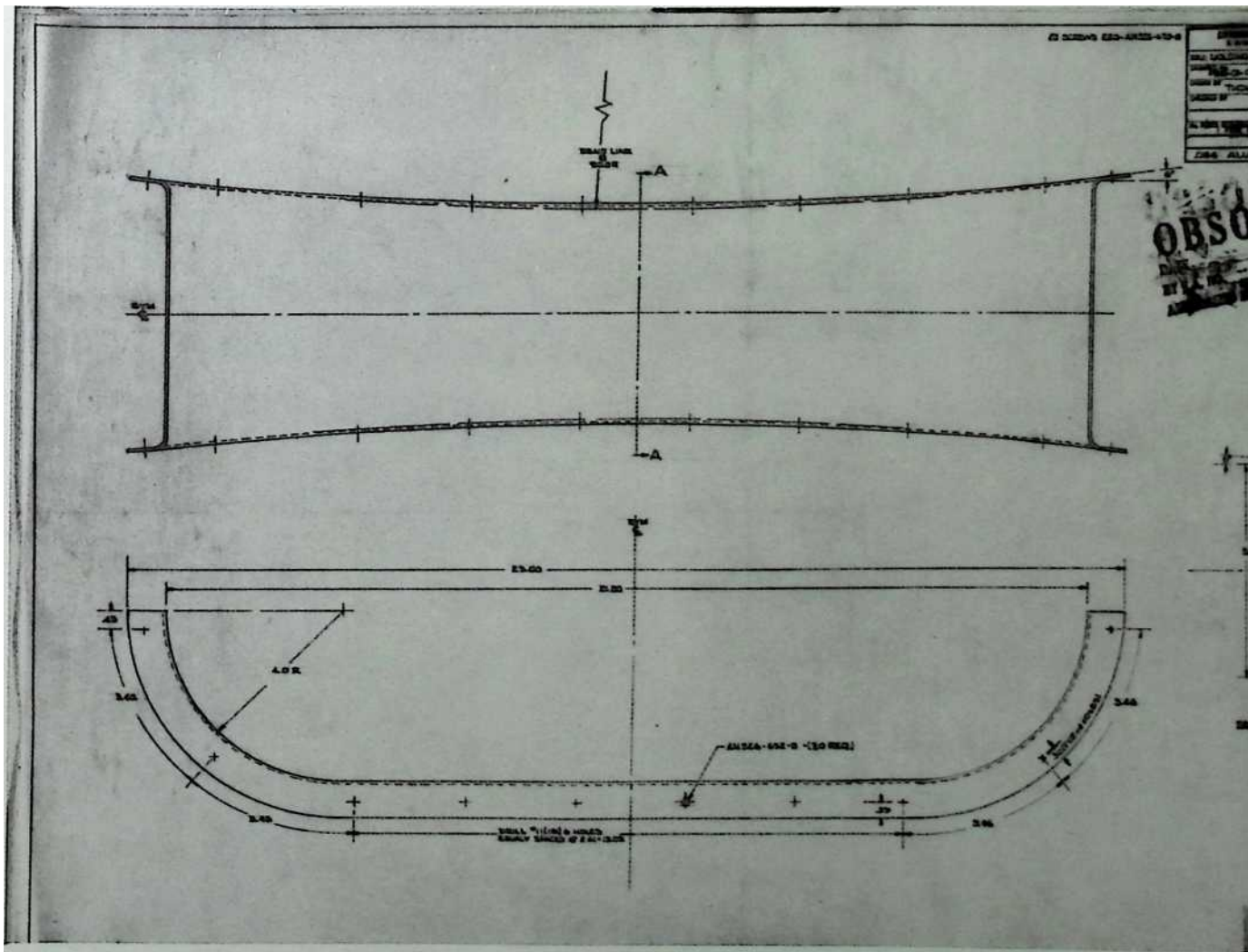
AUTHORIZED BY _____

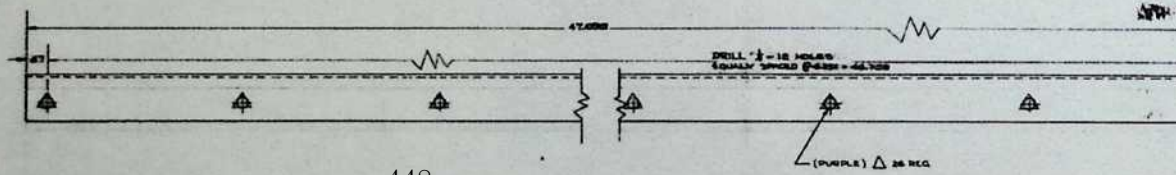
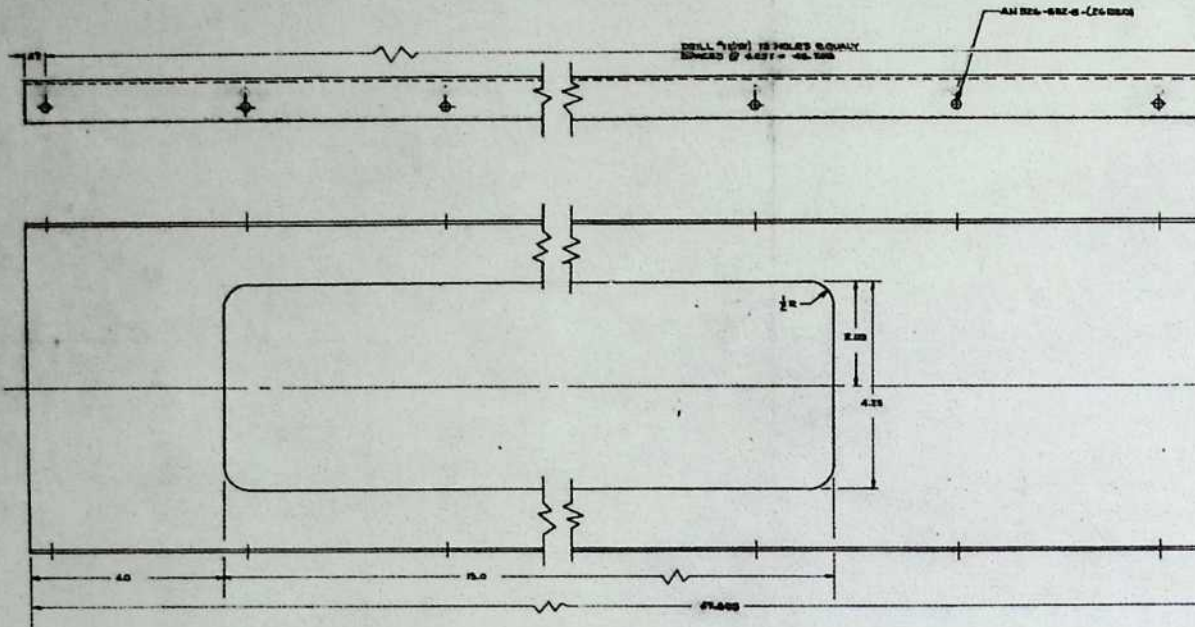
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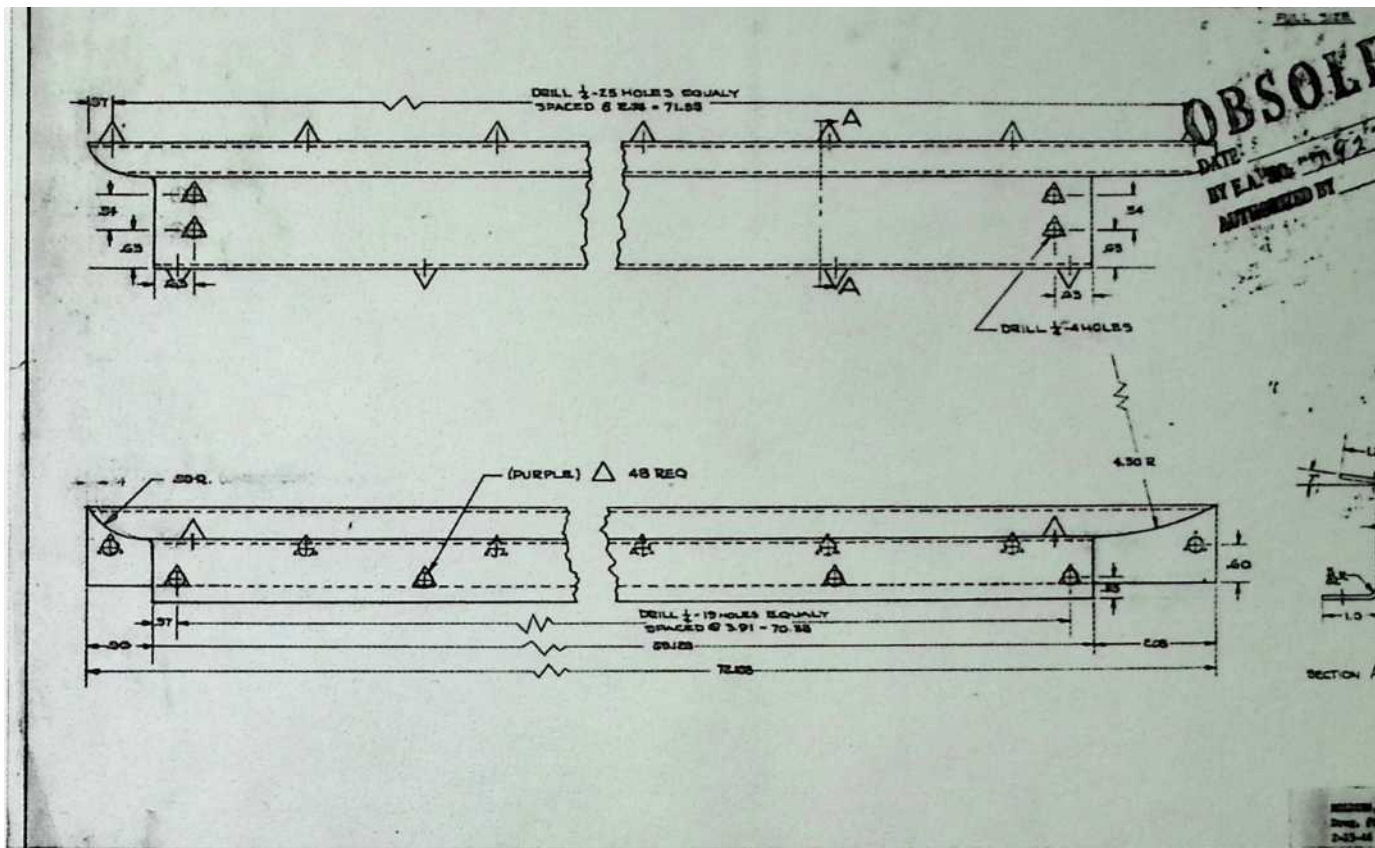


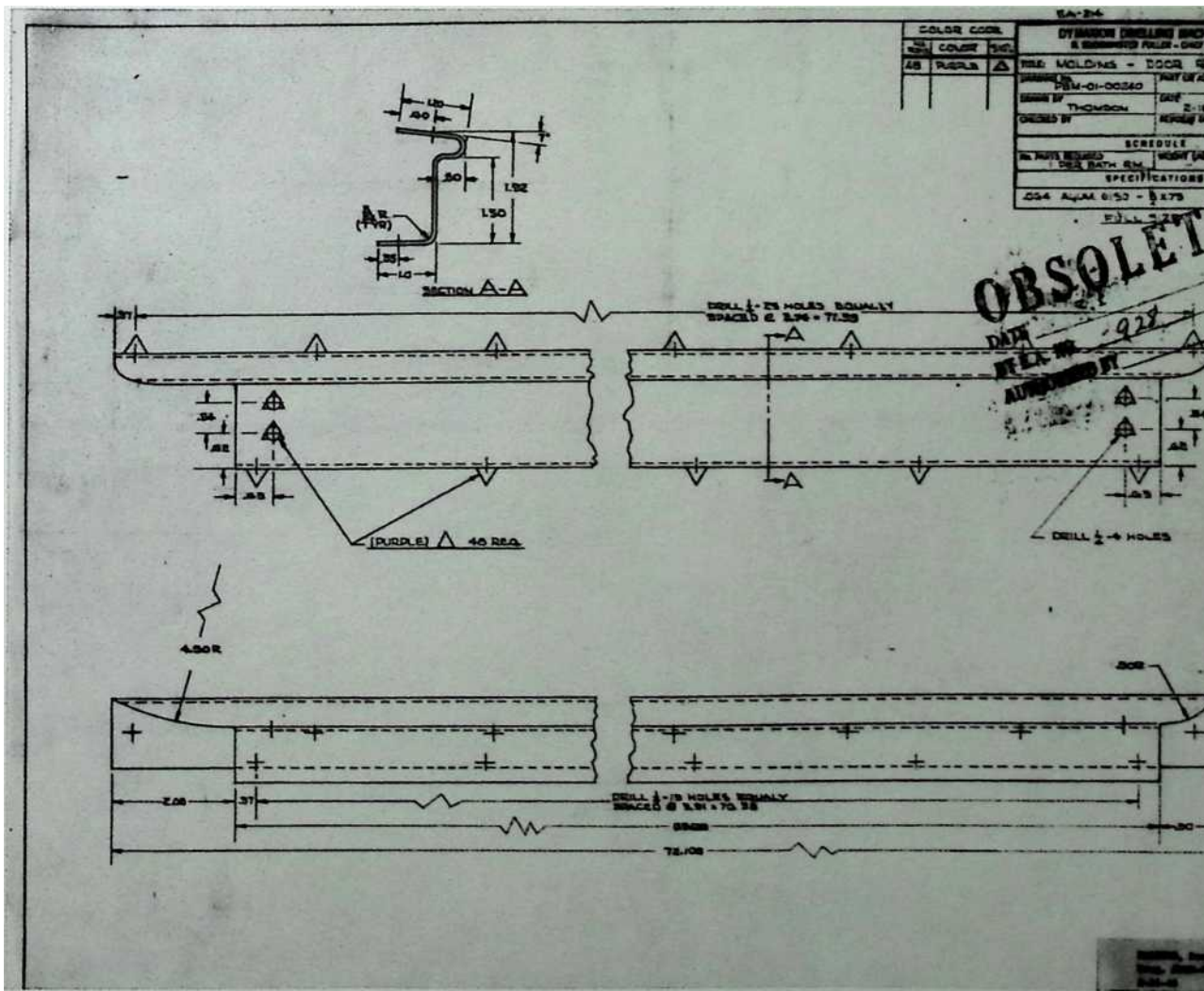


448

COLOR CODE		
48	PURPLE	△

DYNASON (DRELLING) M...	
FILE	MOLDING - DOOR
DESIGNED BY	THOMSON
CHECKED BY	
SCHEDULE	
SPECIFICATION	004 ALUM. 6450 - 5A





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M/JEXOB -FLAT?

BML CDCCS +3

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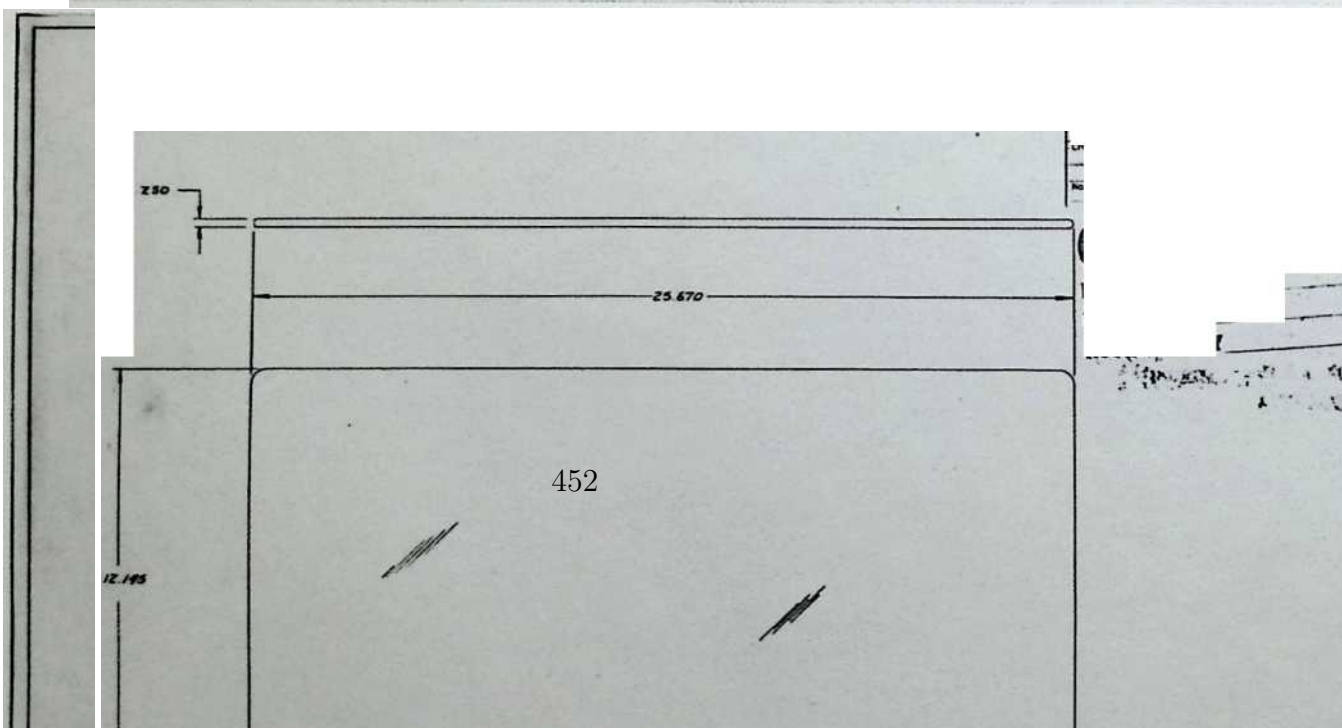
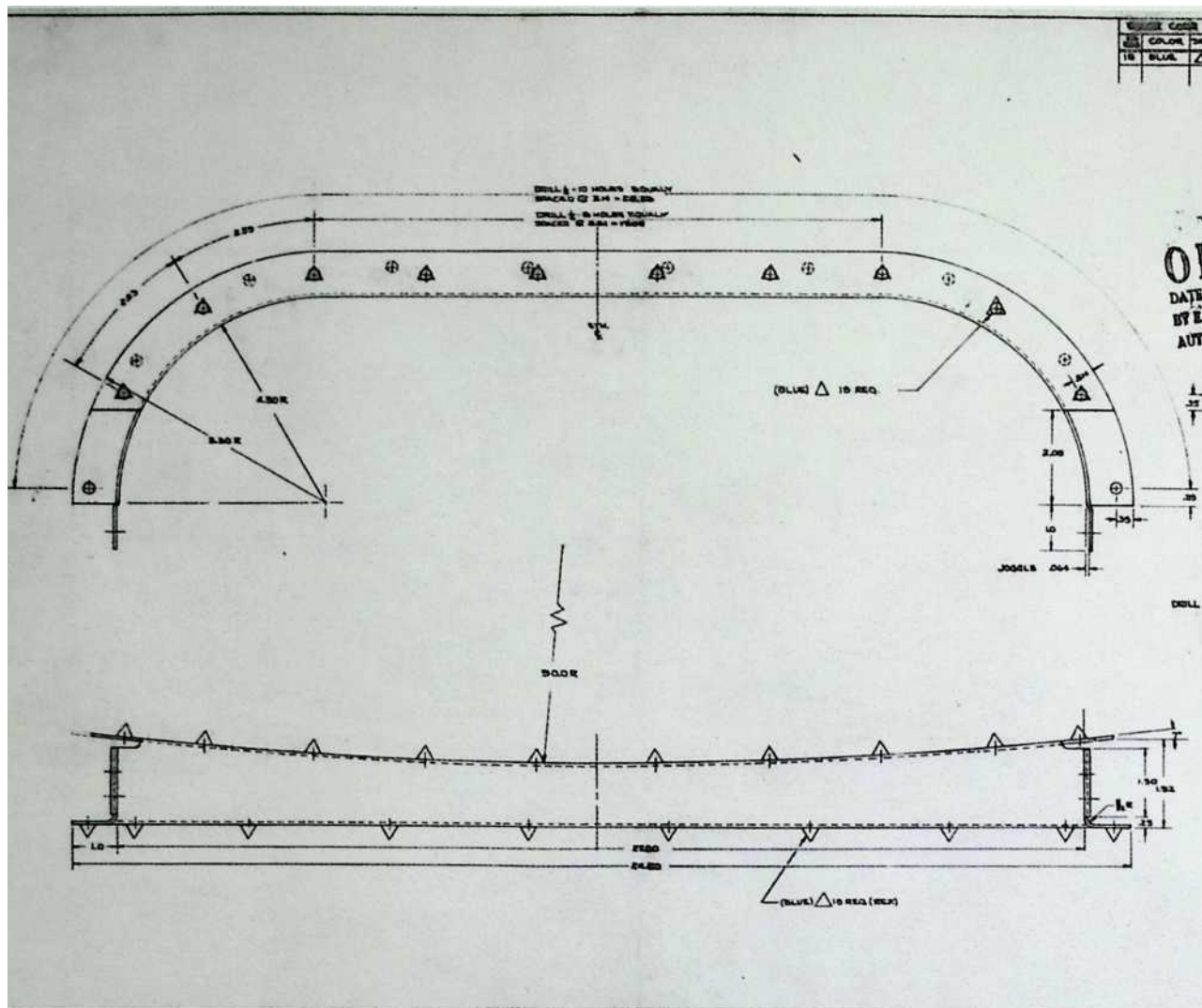
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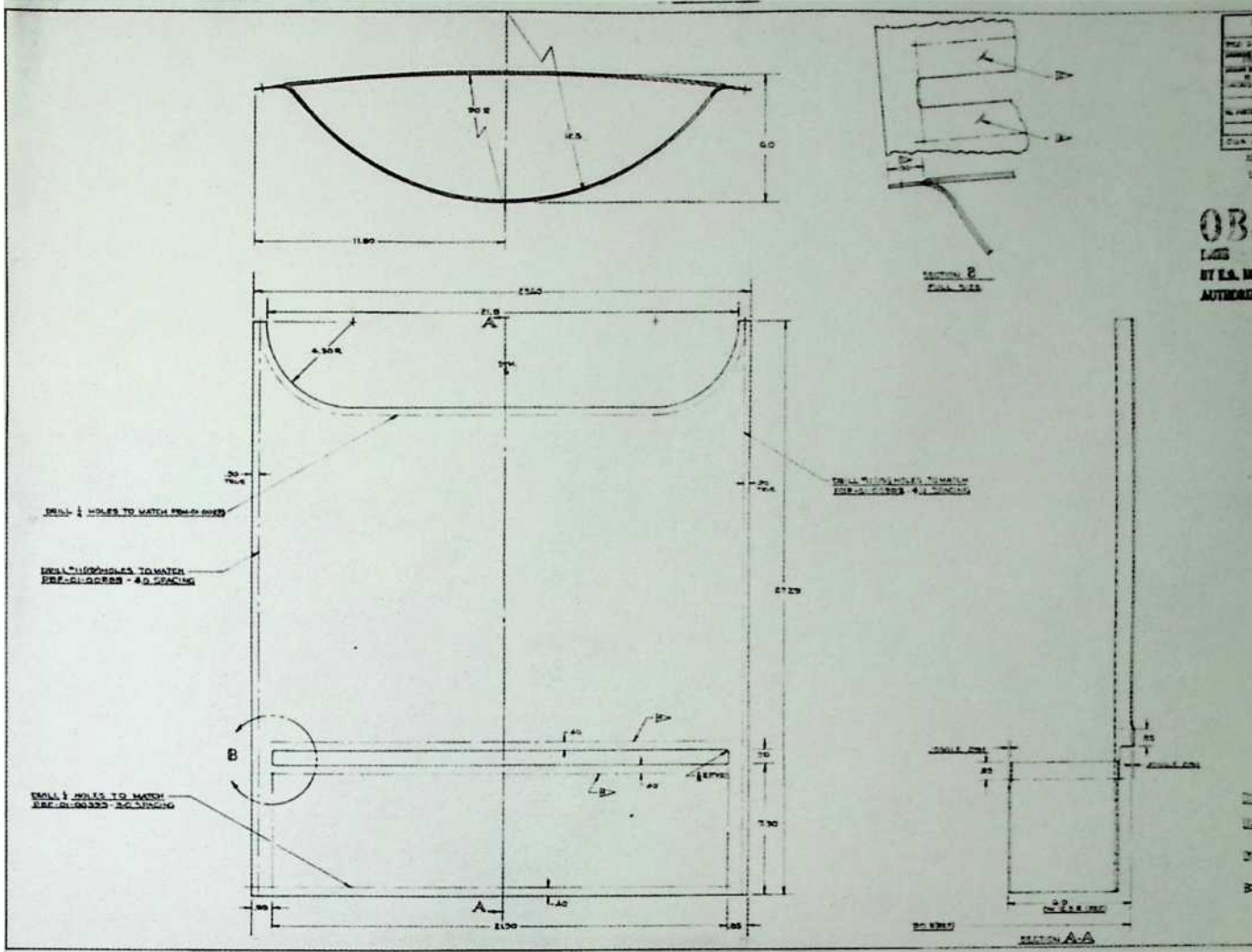
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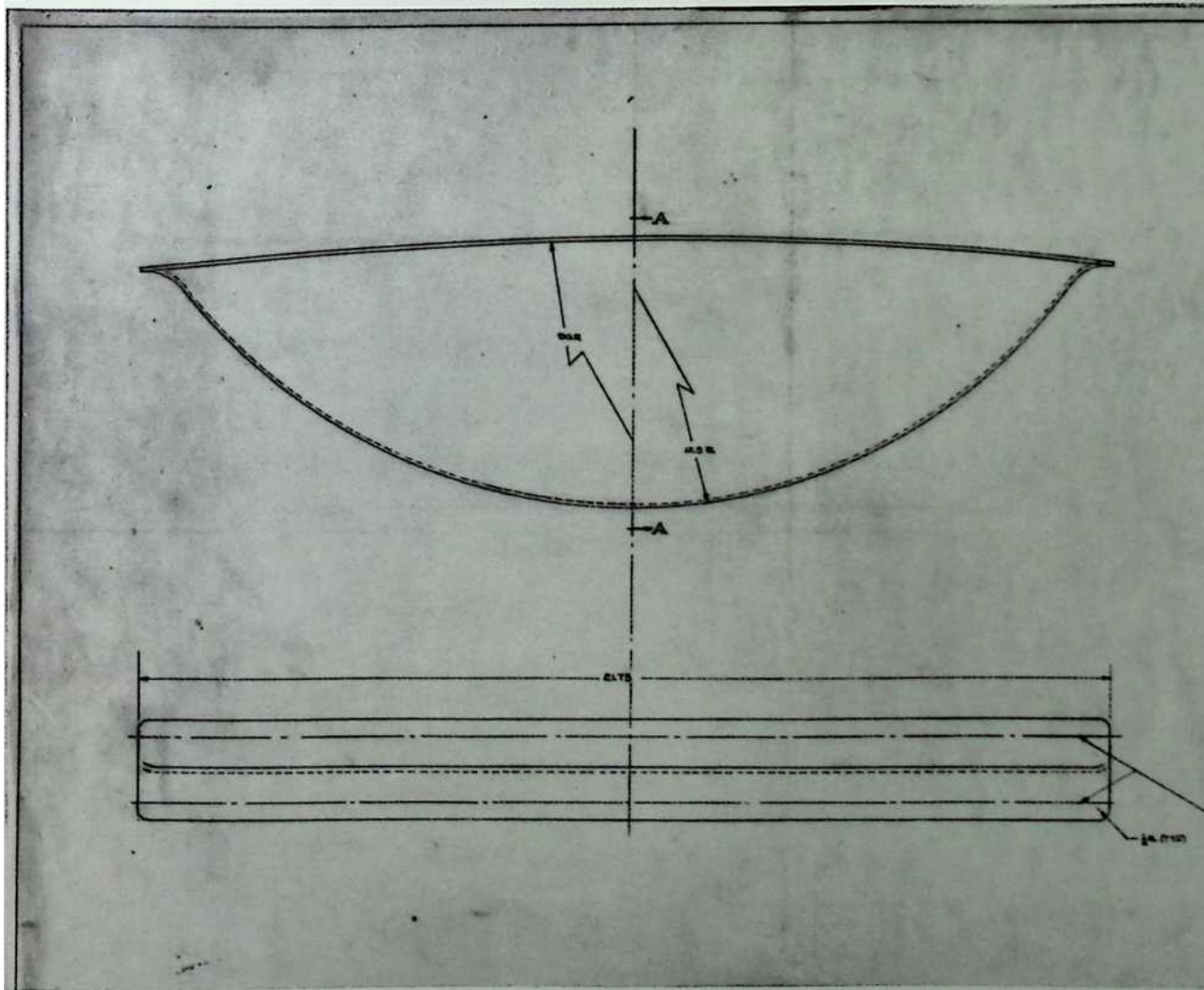
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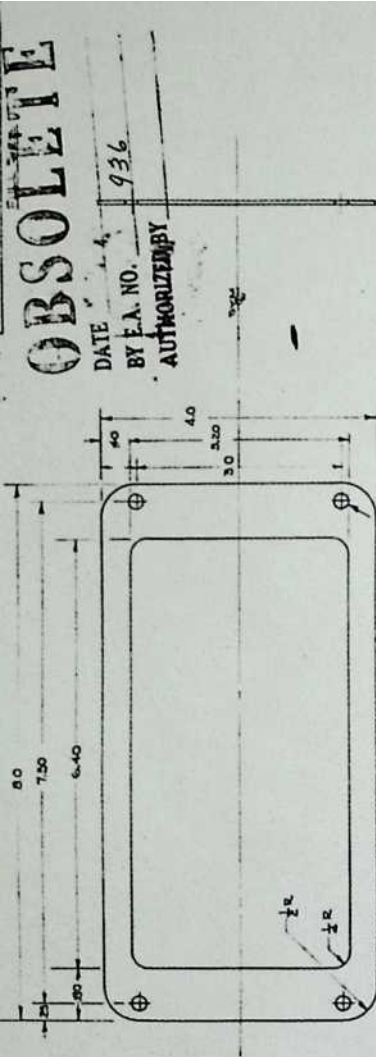


4. SCREWS REQ. - AN526-632-0

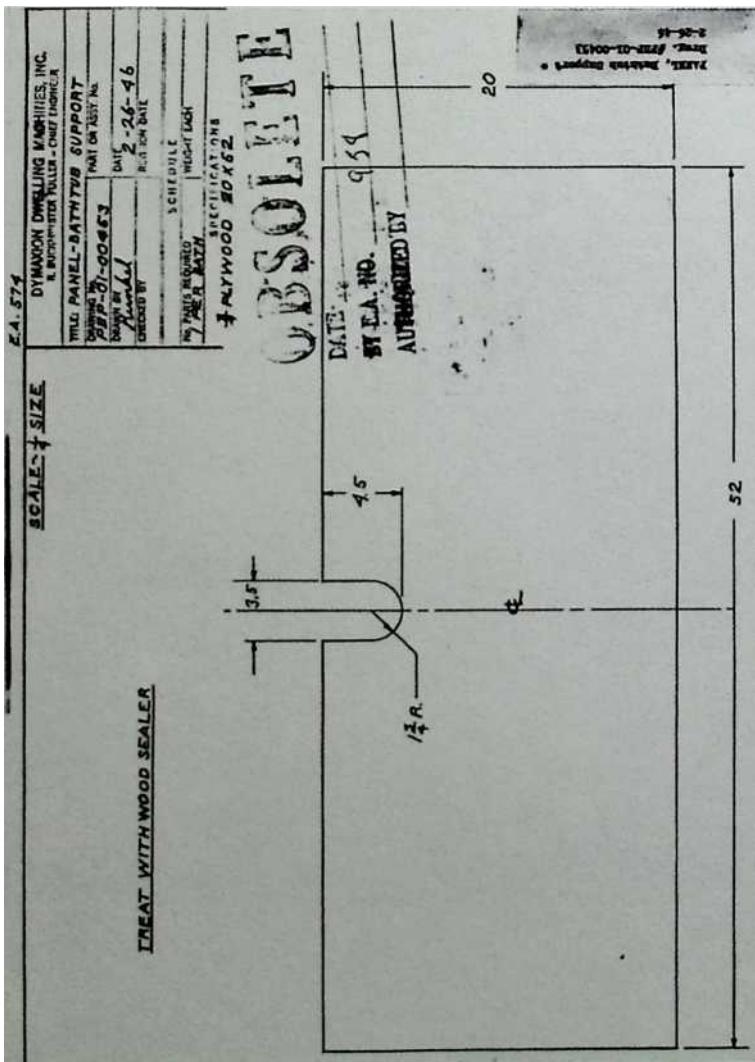
ELK-3160

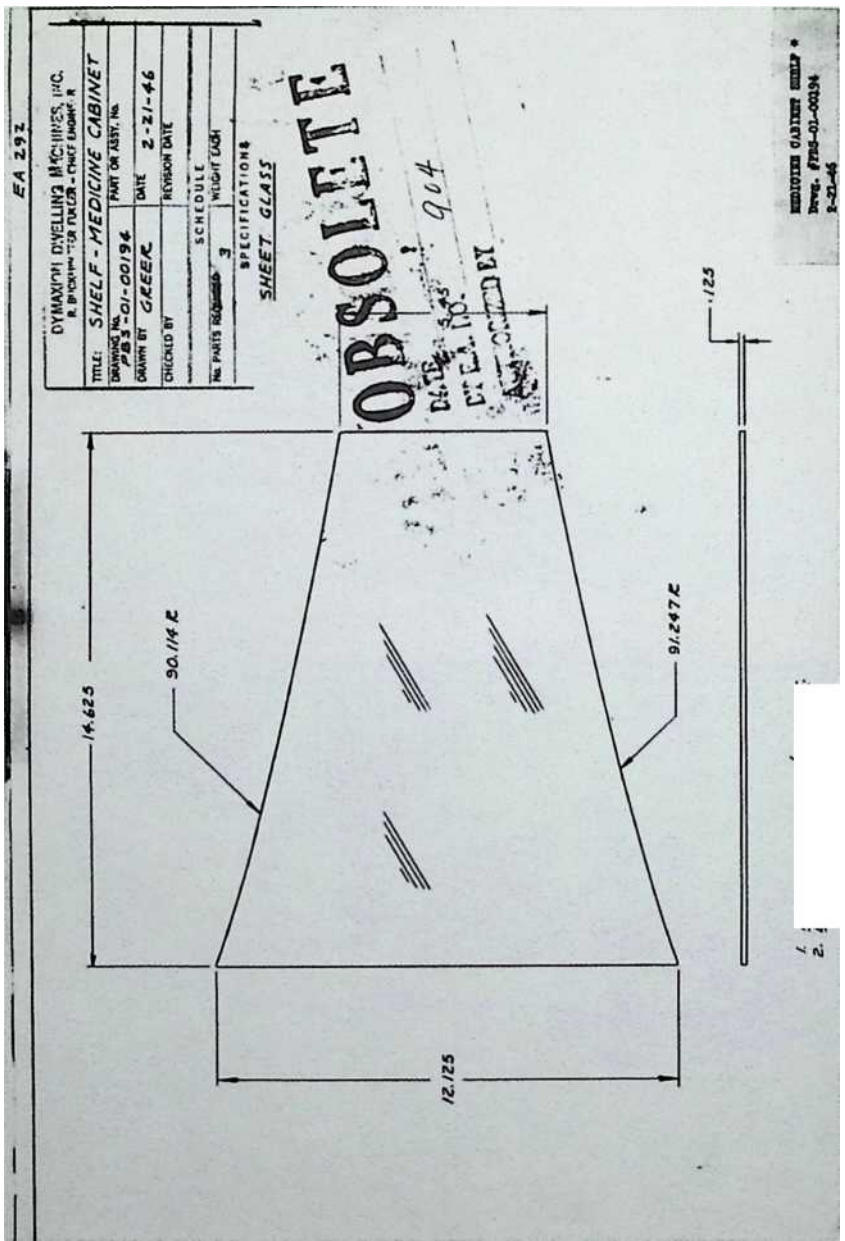
DYNAMON DRILLING MACHINES, INC.
 4 WASHINGTON STREET - CHICAGO, ILL.

TITLE: RETAINER - BATH LIGHT GLASS	
DRAWN BY: J. J. THOMPSON	PART OR PART NO.
DESIGNED BY: J. J. THOMPSON	DATE: 2-11-46
CHECKED BY:	REVISION DATE:
SCHEDULE	
FOR PART NO.:	BY:
FOR PART NO.:	BY:
SPECIFICATIONS	
.030 ALUM. ZAST - 40X20	

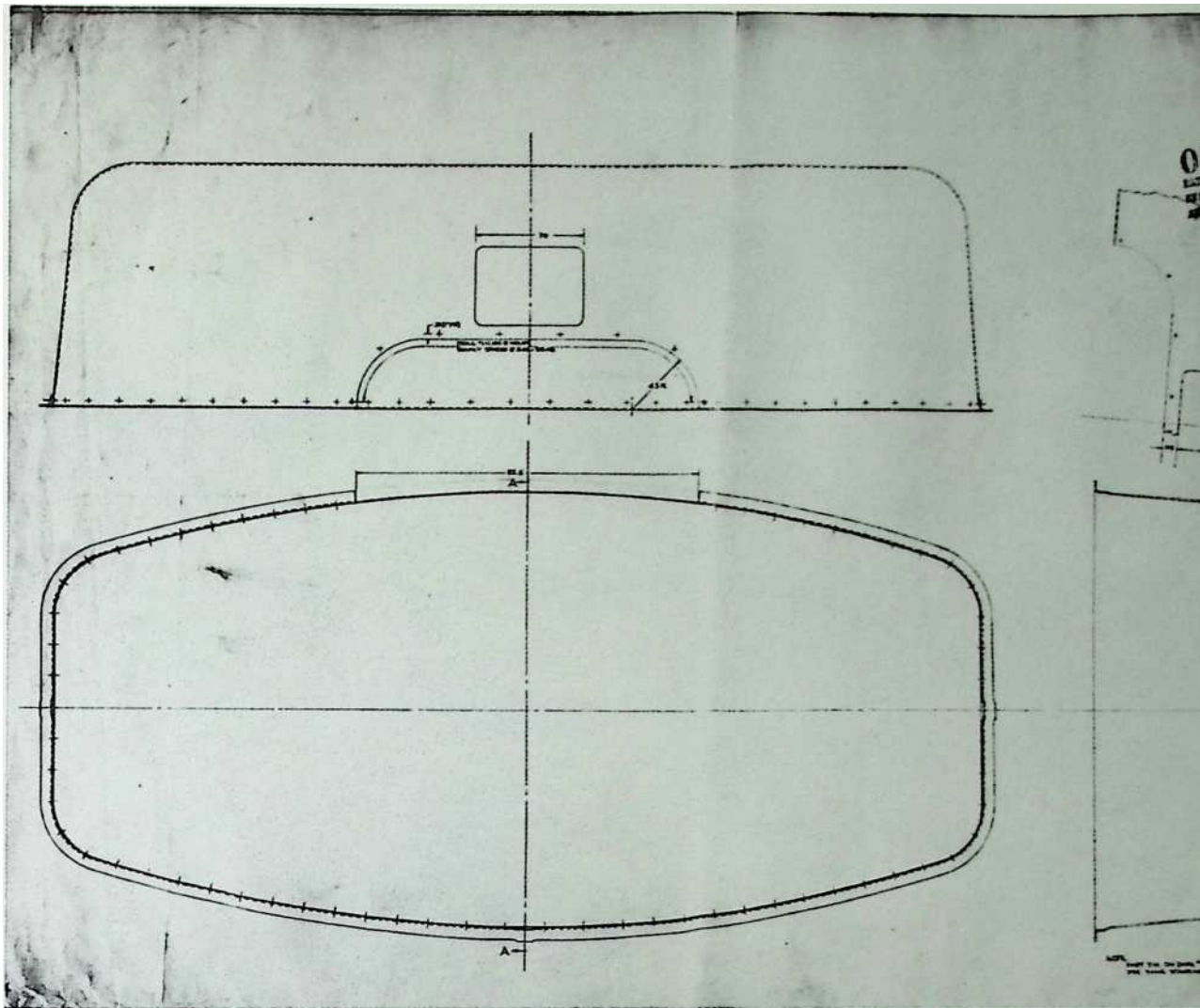


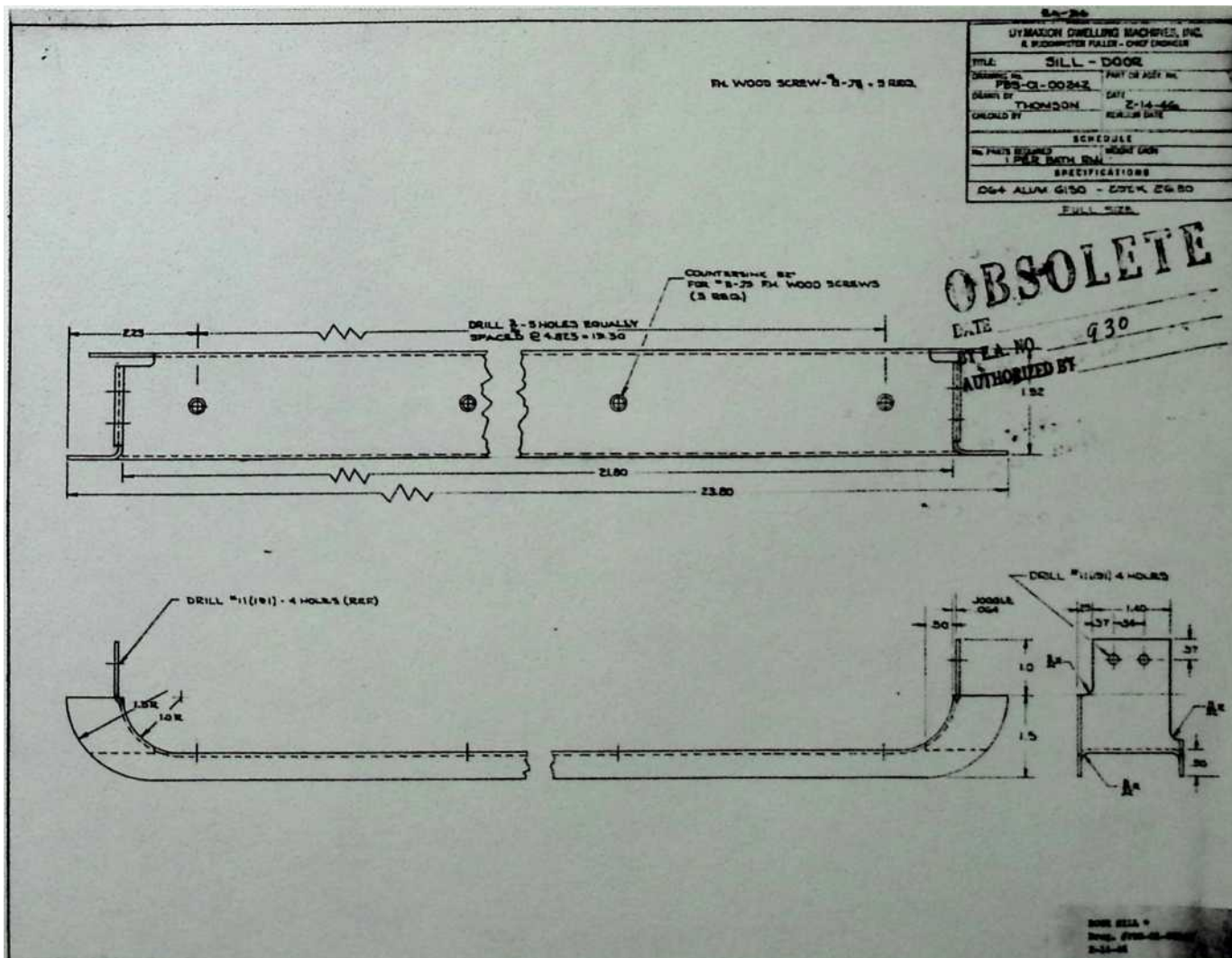
RETAINER, Bath Light Glass
 Draw. FROM-01-00285
 2-11-46





COUNTD COCAS FCS £ TCAOTUS. RFVFL FOGFS 4\$*t.Q3/2.





CALgx-X/g E

ZINC CHROMATE PRIMER COATED

30051

10.951

EQUALLY SPACED

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4.05/

DRILL HOLES APPROX. SPACING

DRILL HOLE TO MATCH PBS-OI-QO/89

**0V”163 DMS MACHINES, INC. R. S”nK«w)STER HJtIER - CHIEF
ENOINEER**

title: STIFFENER -RING SECTION (Short)

WSI-OOZBG

DRAWN %u~W.

DA 2-es-&

CHECKED BY

REVISION DATE

SCHEDULE

WEIGHT EACH

SPECIFICATIONS

r I^{XI}THICK ANGLE EXTRUSION 2<) ft LONG . > T -
-/4 < •' \ IETE
S -i* vT)BSM

PATE

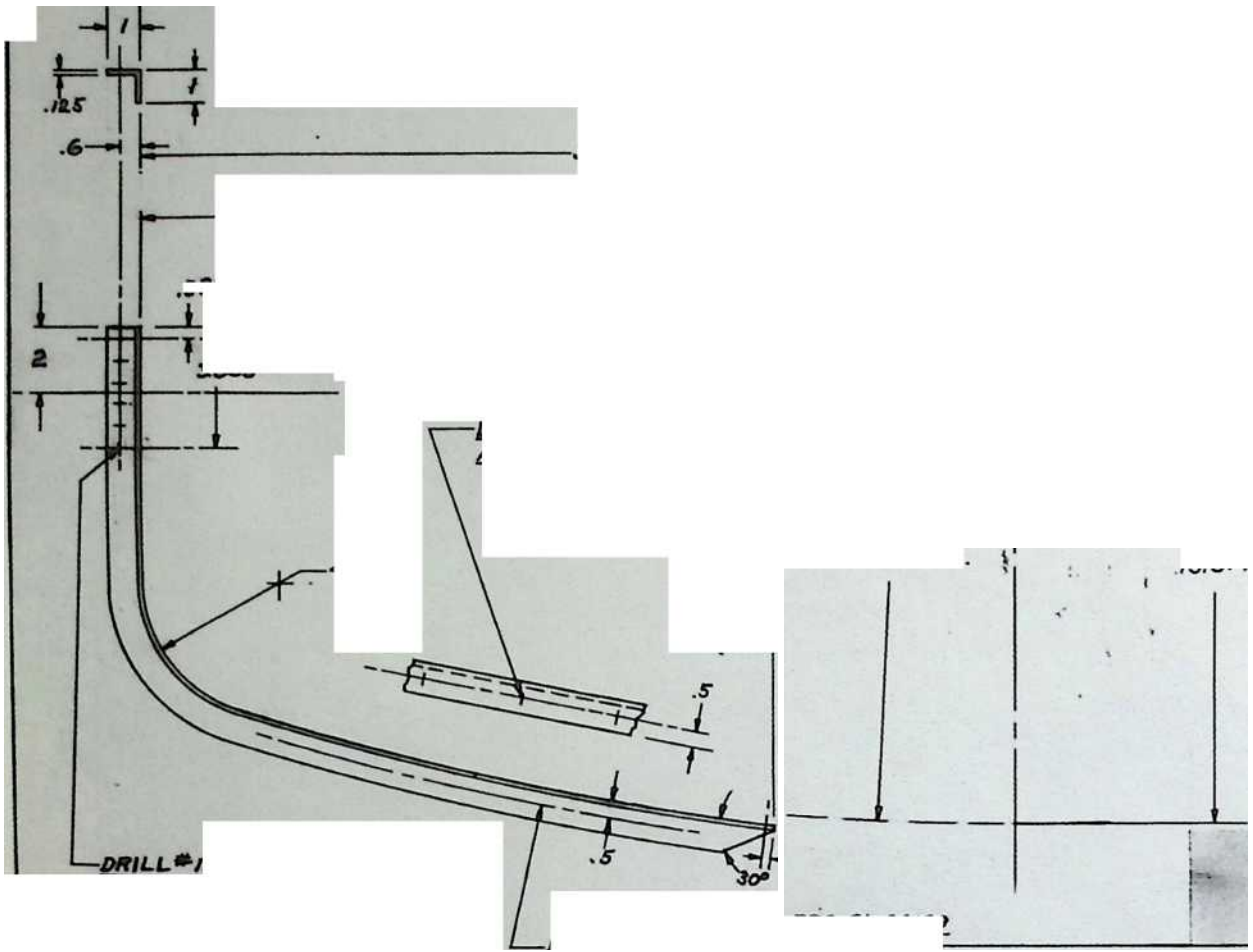
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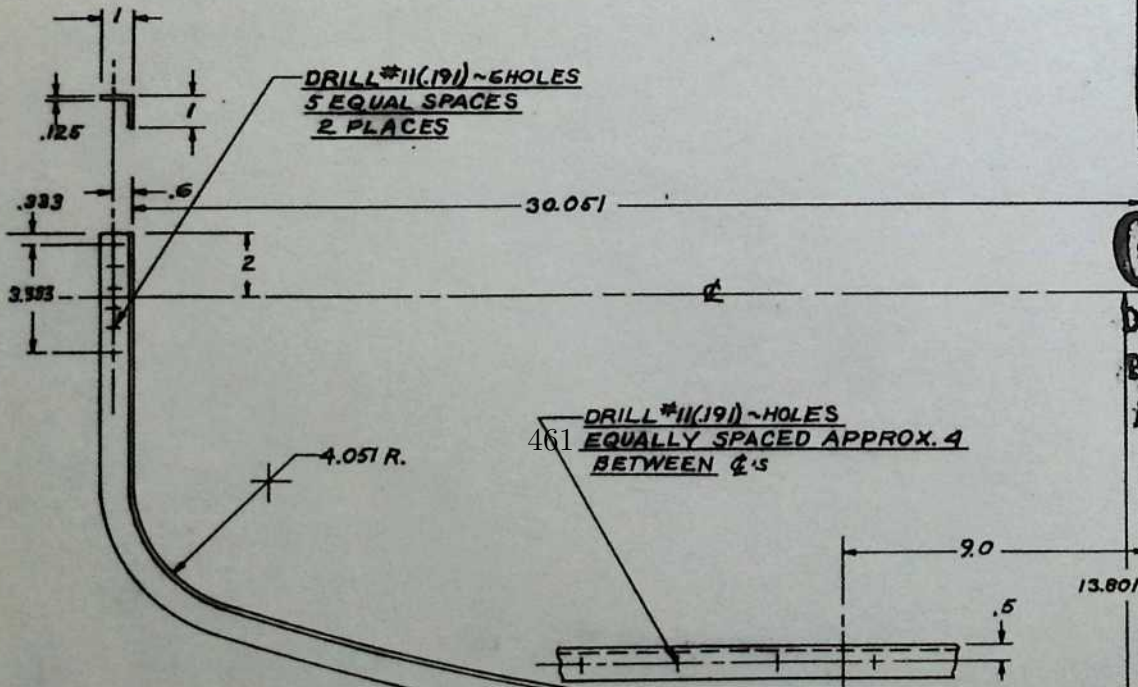
Drv₀. £P23-01-002SJ

2-23-46



SCALE ~ 1/3 SIZE

ZINC CHROMATE PRIMER COATED



DYMAXION DWELLING
R. BUCKMINSTER FULLER

TITLE: STIFFENER-RING

DRAWING No. 713-81-00297

DRAWN BY Kumbel

CHECKED BY

SCHEDULE

2 PEN ASSEM.

SPECIFICA
1X1 X 1/8 THICK ANGLE
44 7/8 LONG

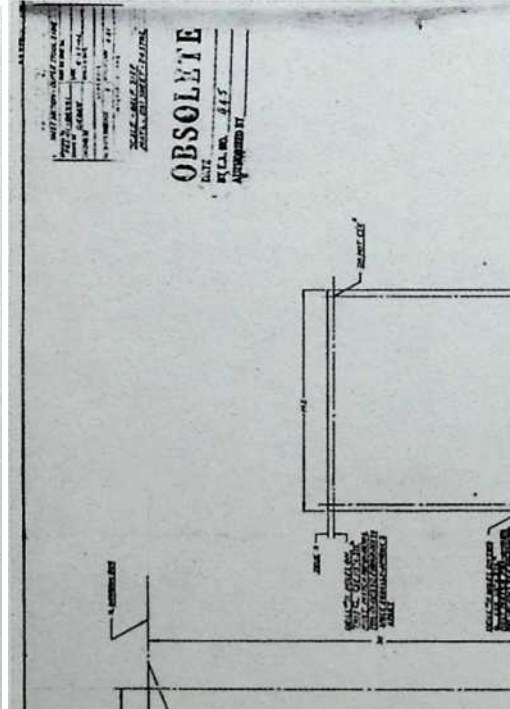
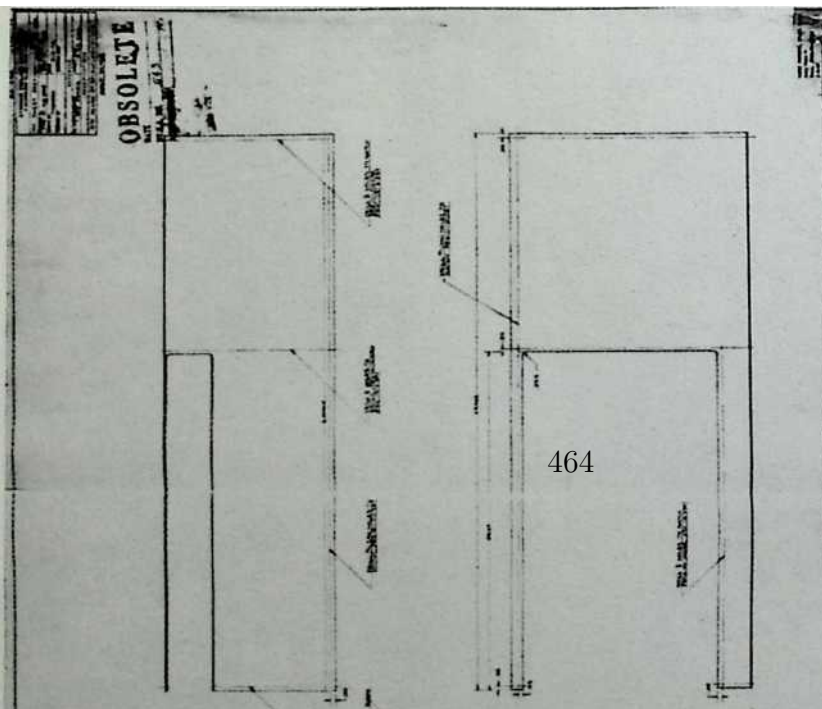
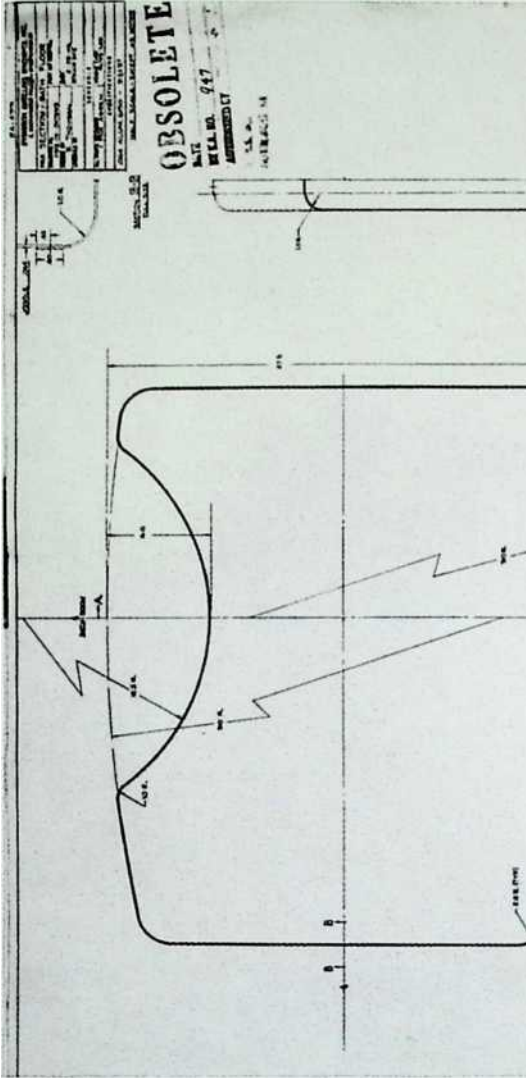
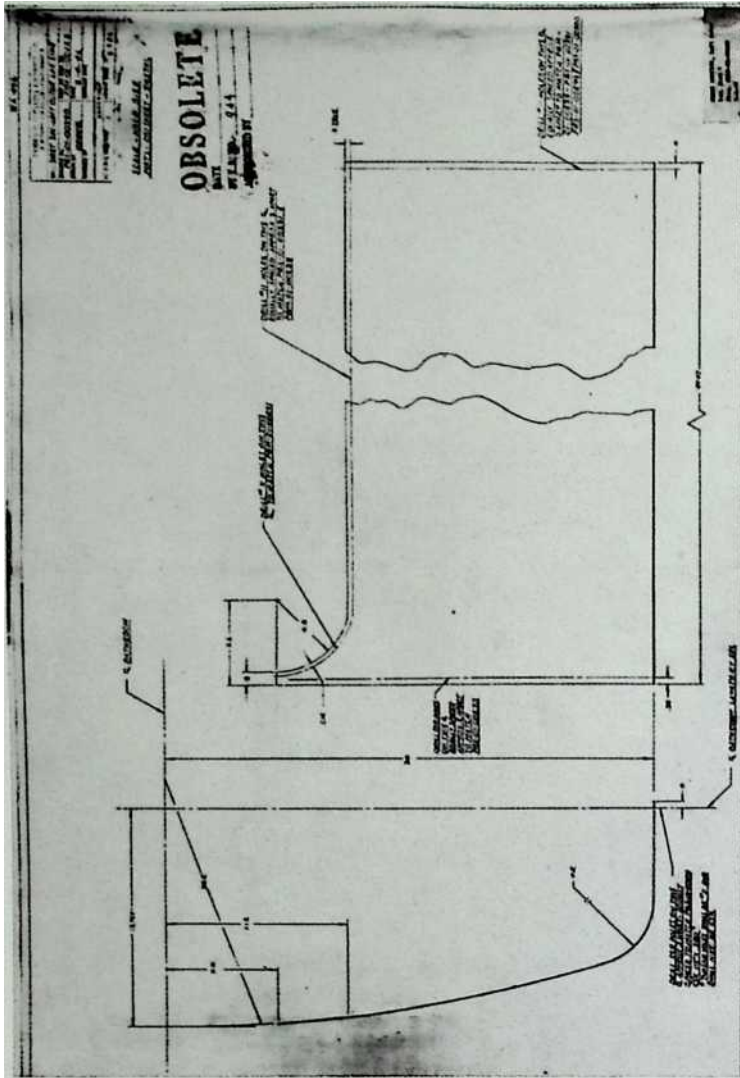
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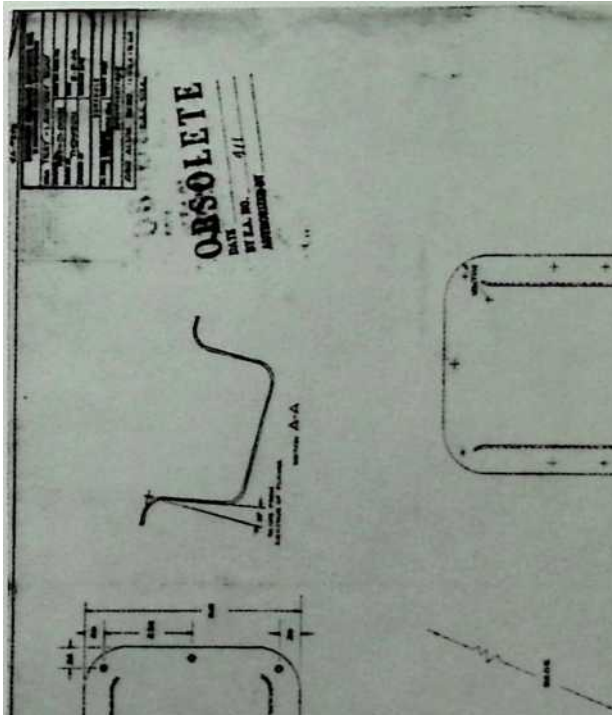
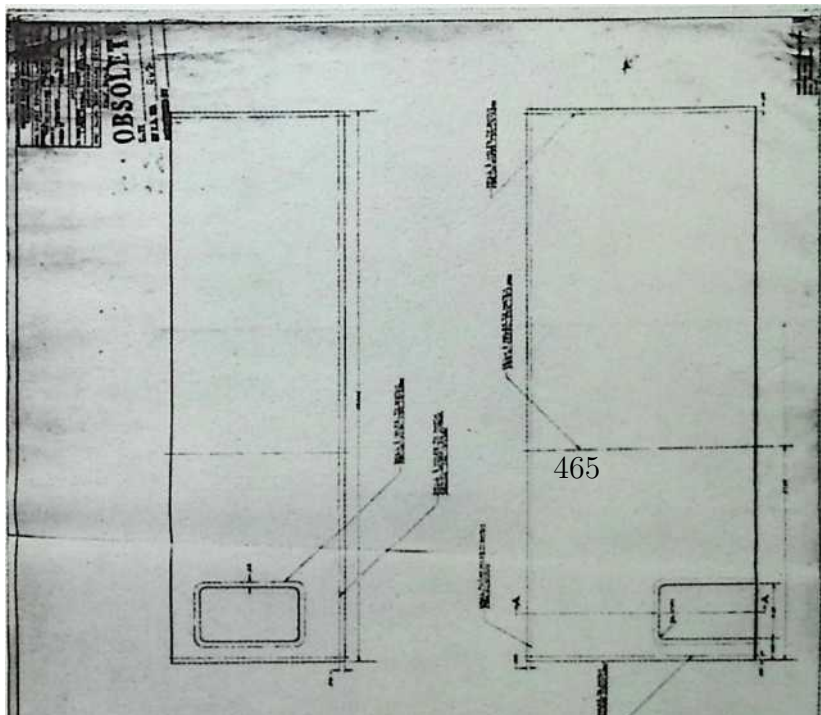
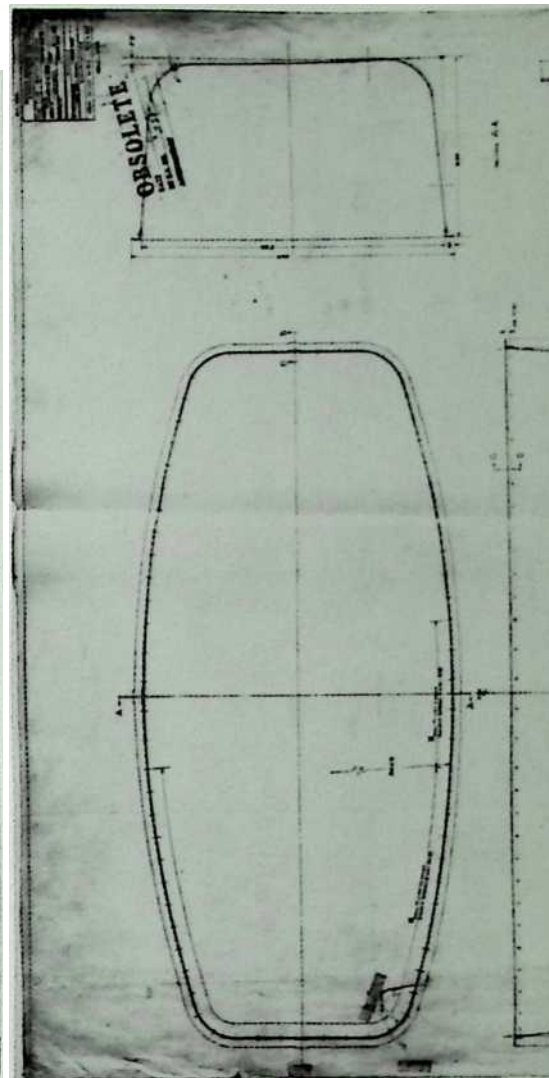
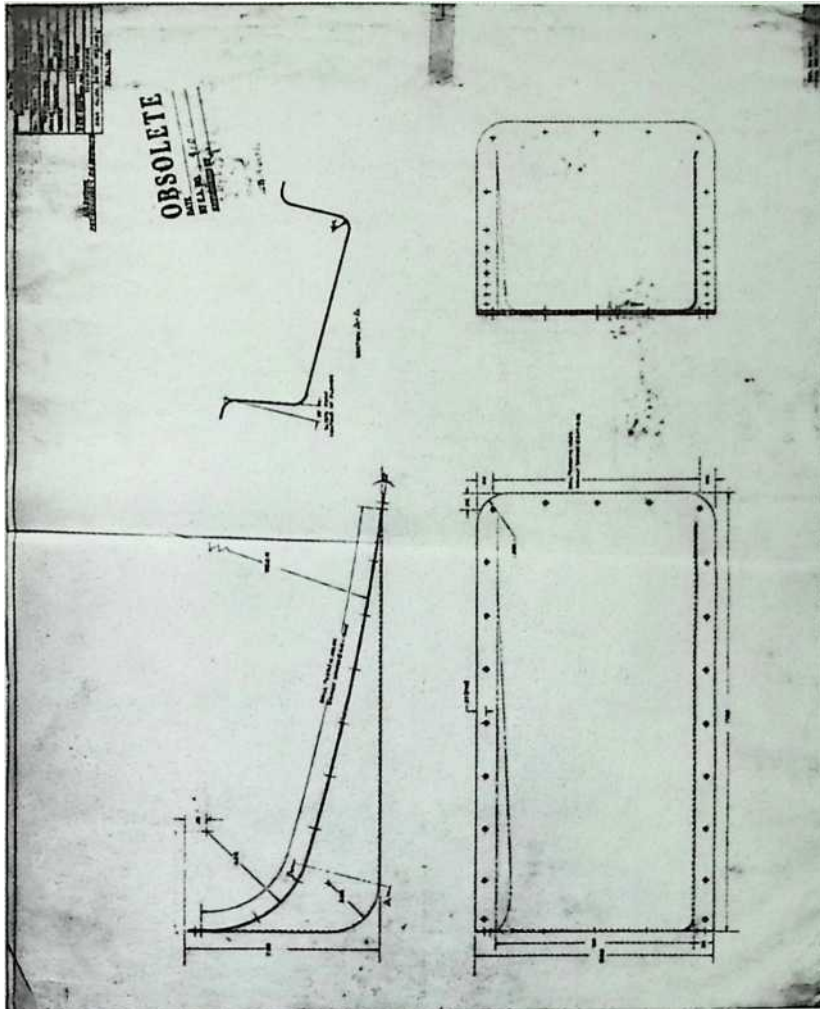
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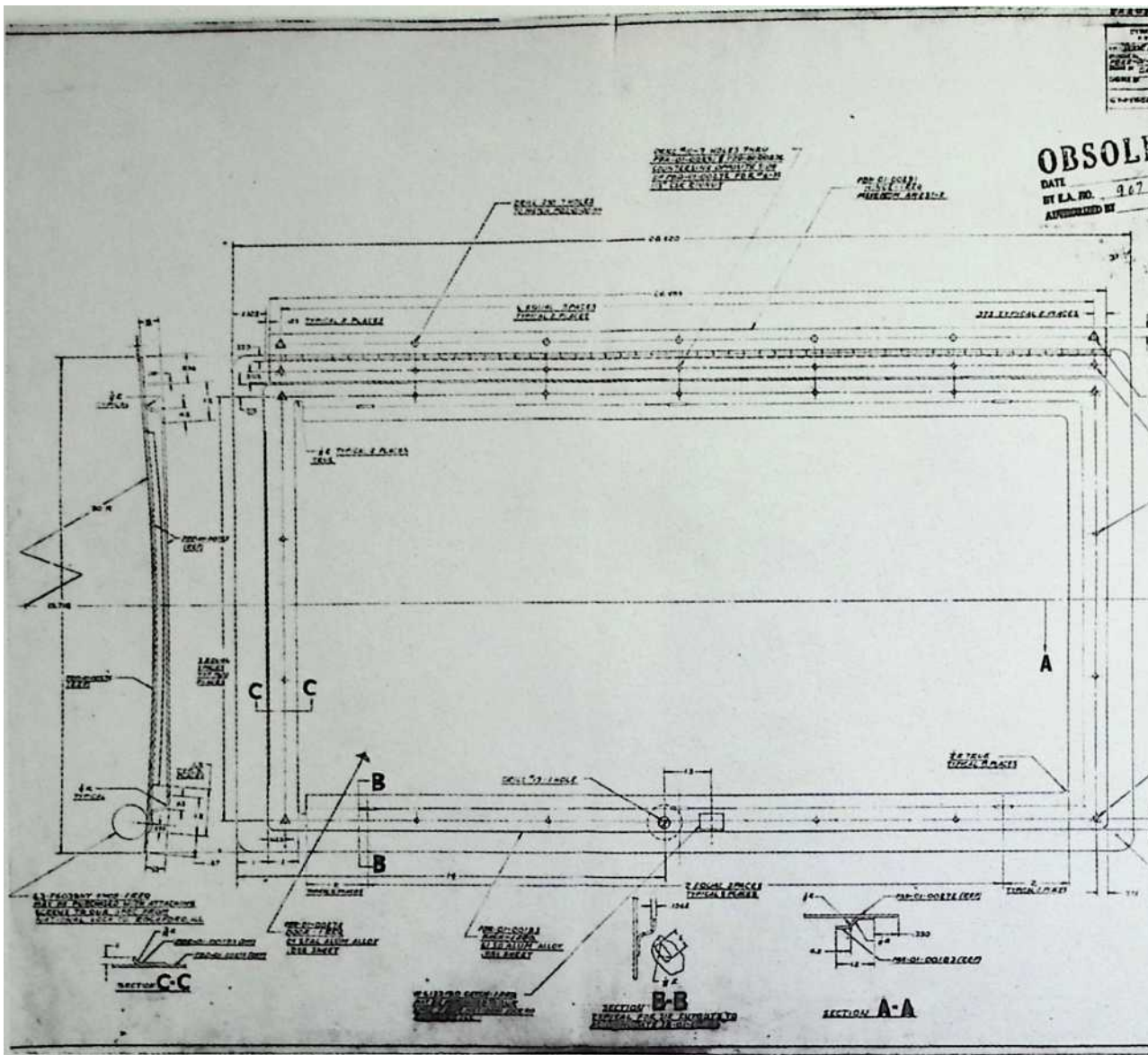
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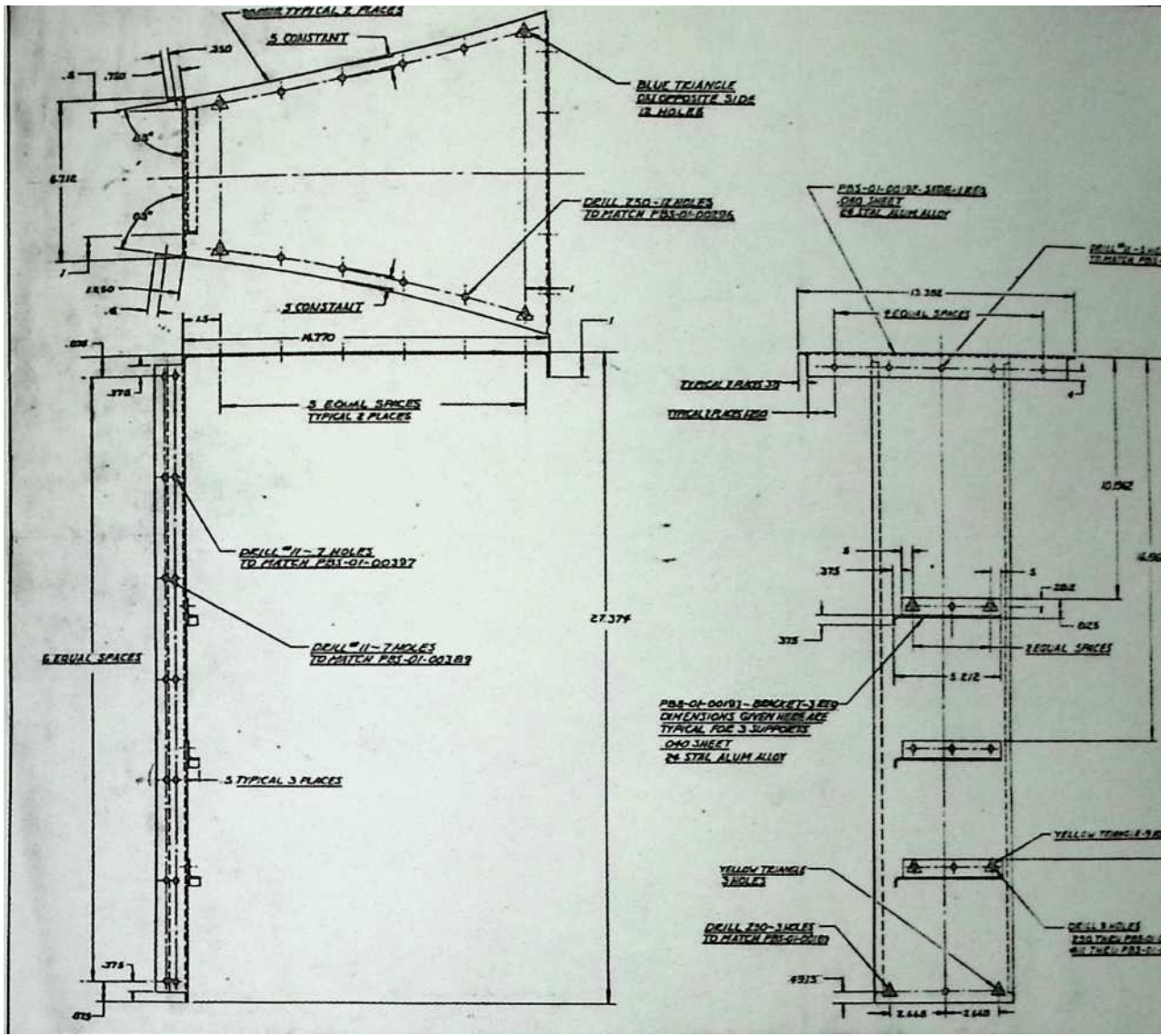
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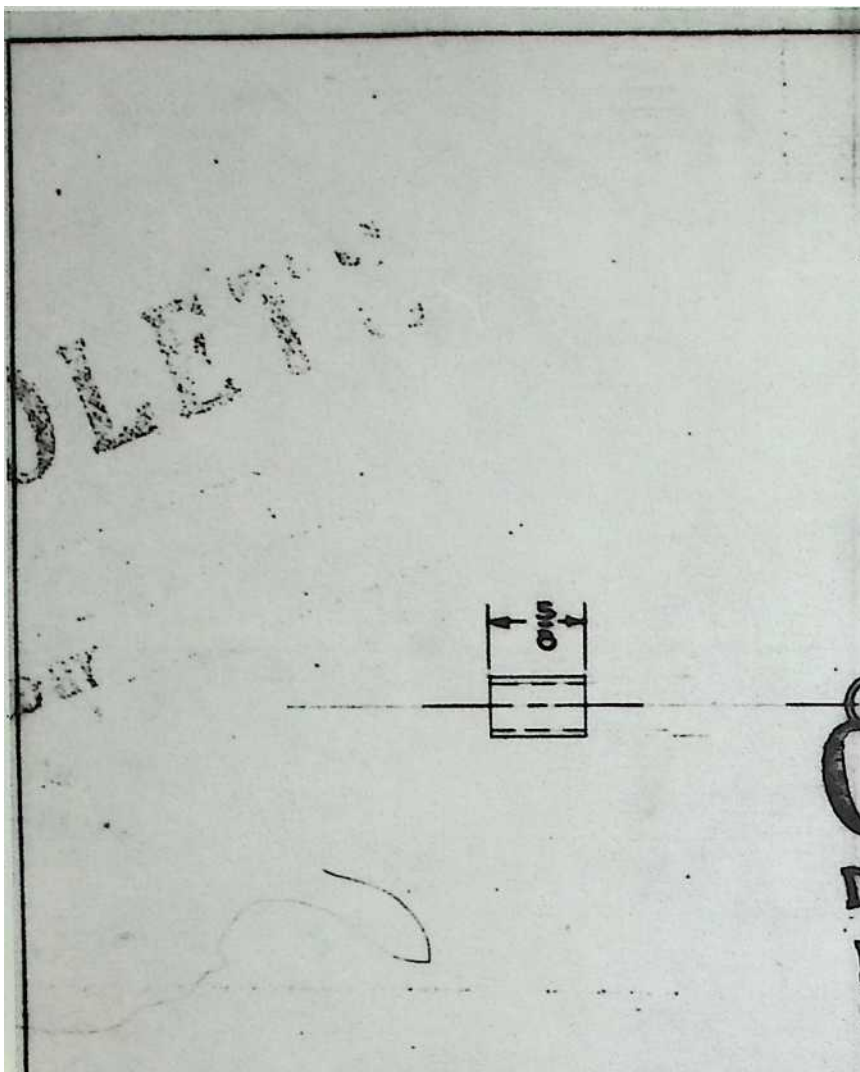
3G5-42B NUT 20 REQ. *

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-AN-210-1 PULLEY 20 REQ.

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DYMAXION DWELLING

CS-CS-1.02 BUCKMINSTER FULL

TITLE: SPACER - SIDE

DRAWING No. 9KCS-01-00139 (01)

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SCHEDULE

No. PARTS REQUIRED 170

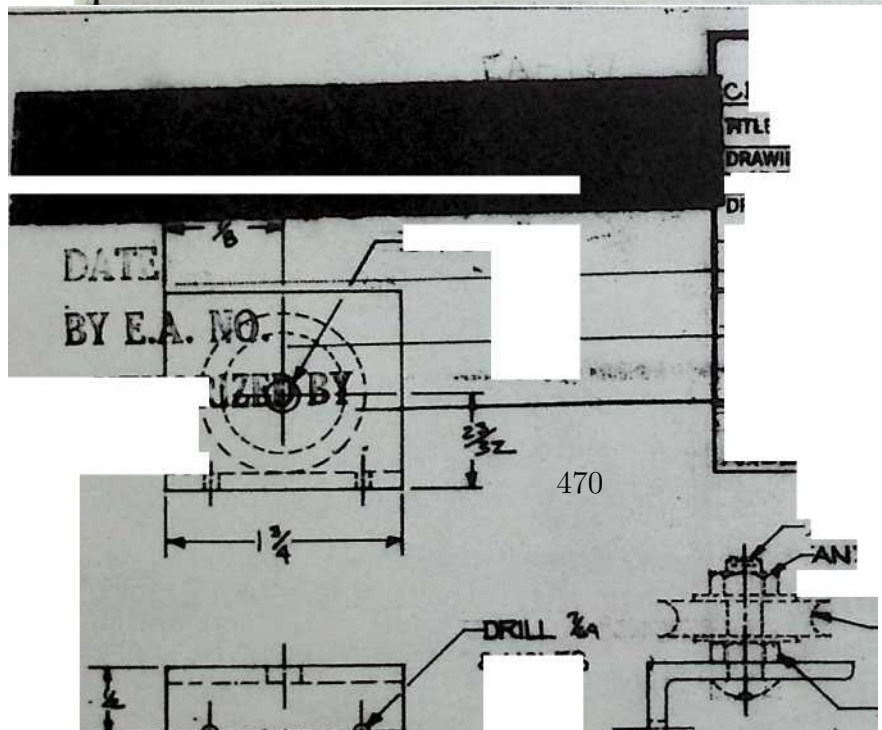
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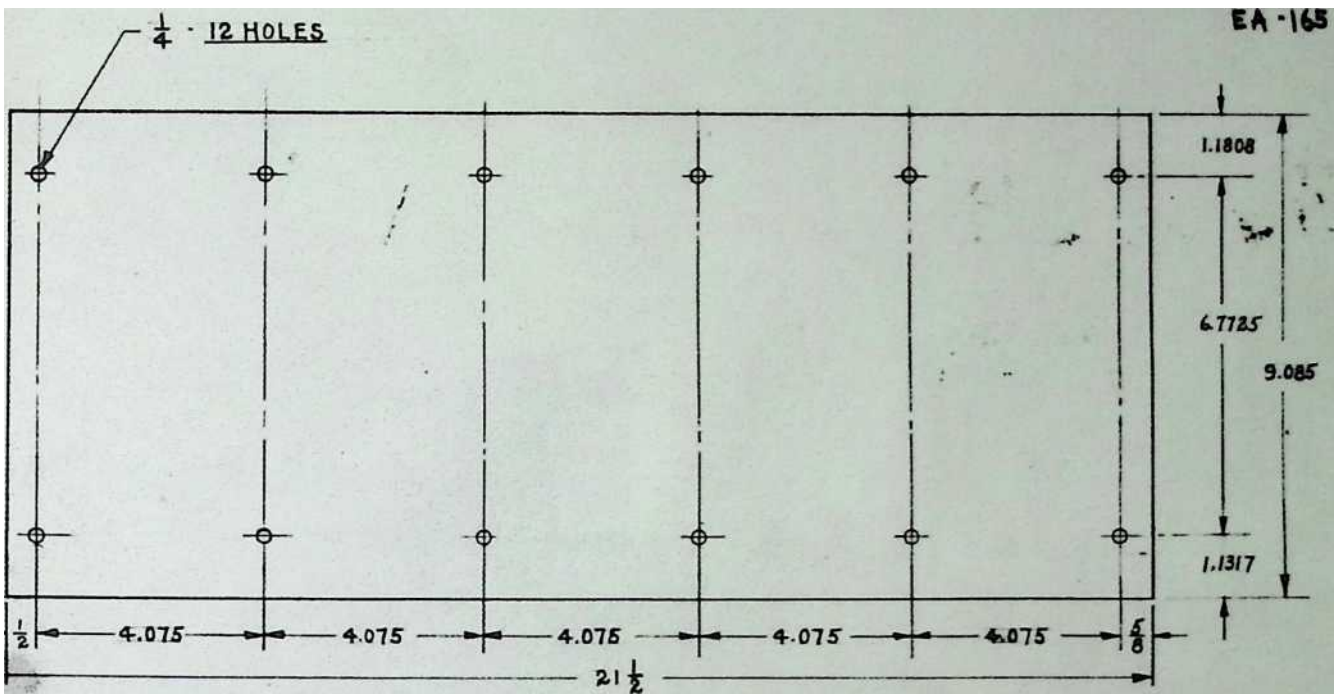
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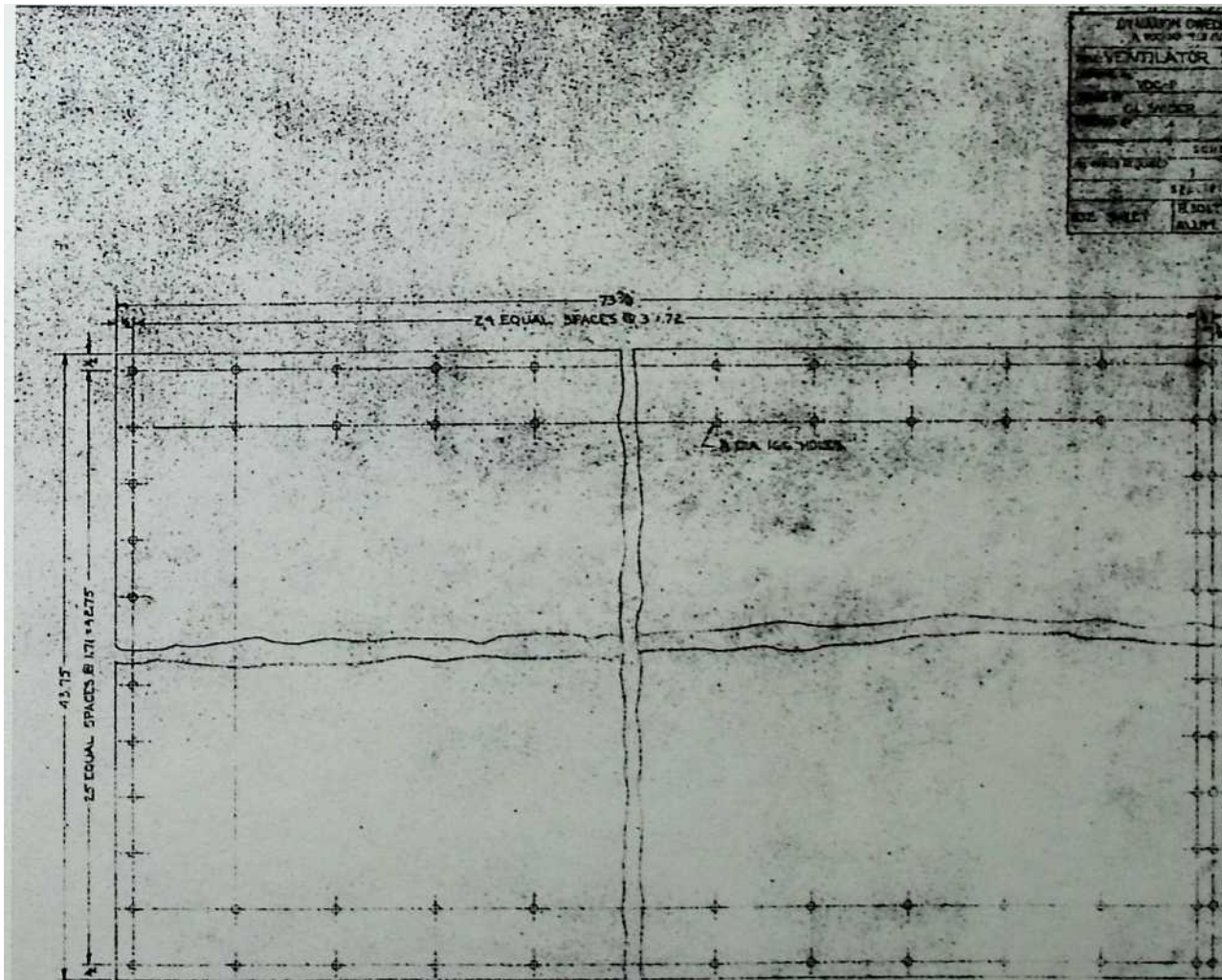
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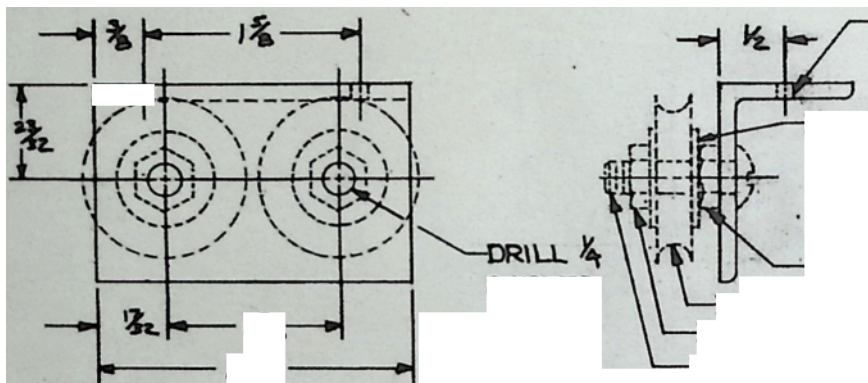
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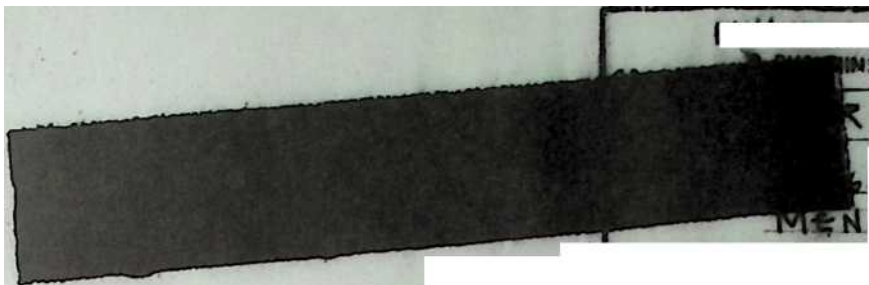
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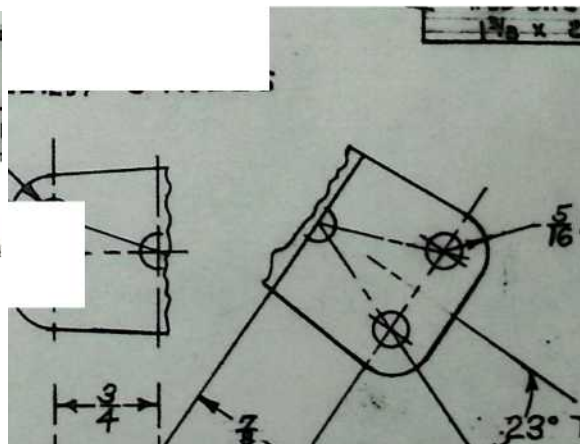
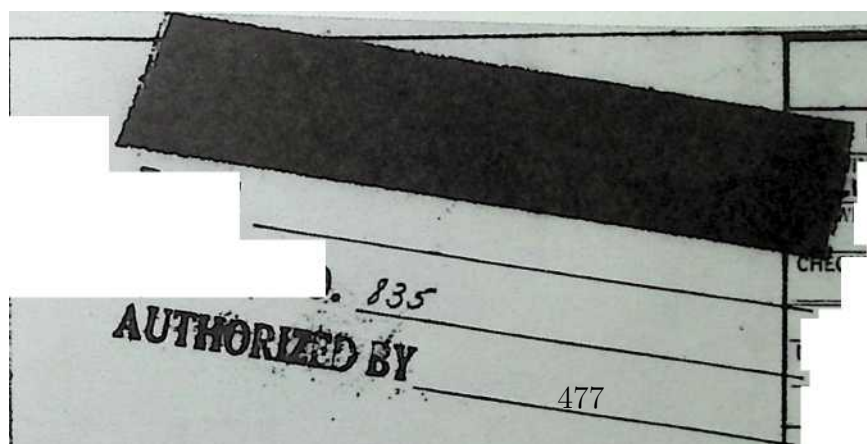
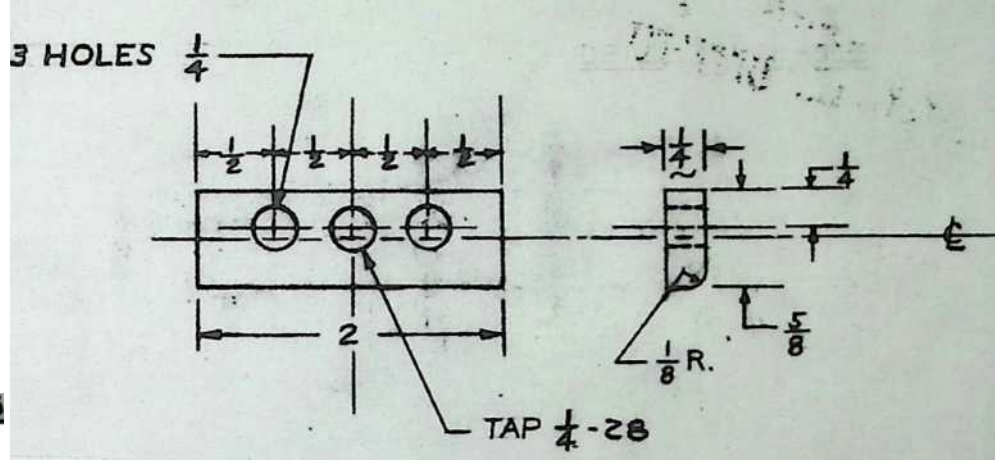
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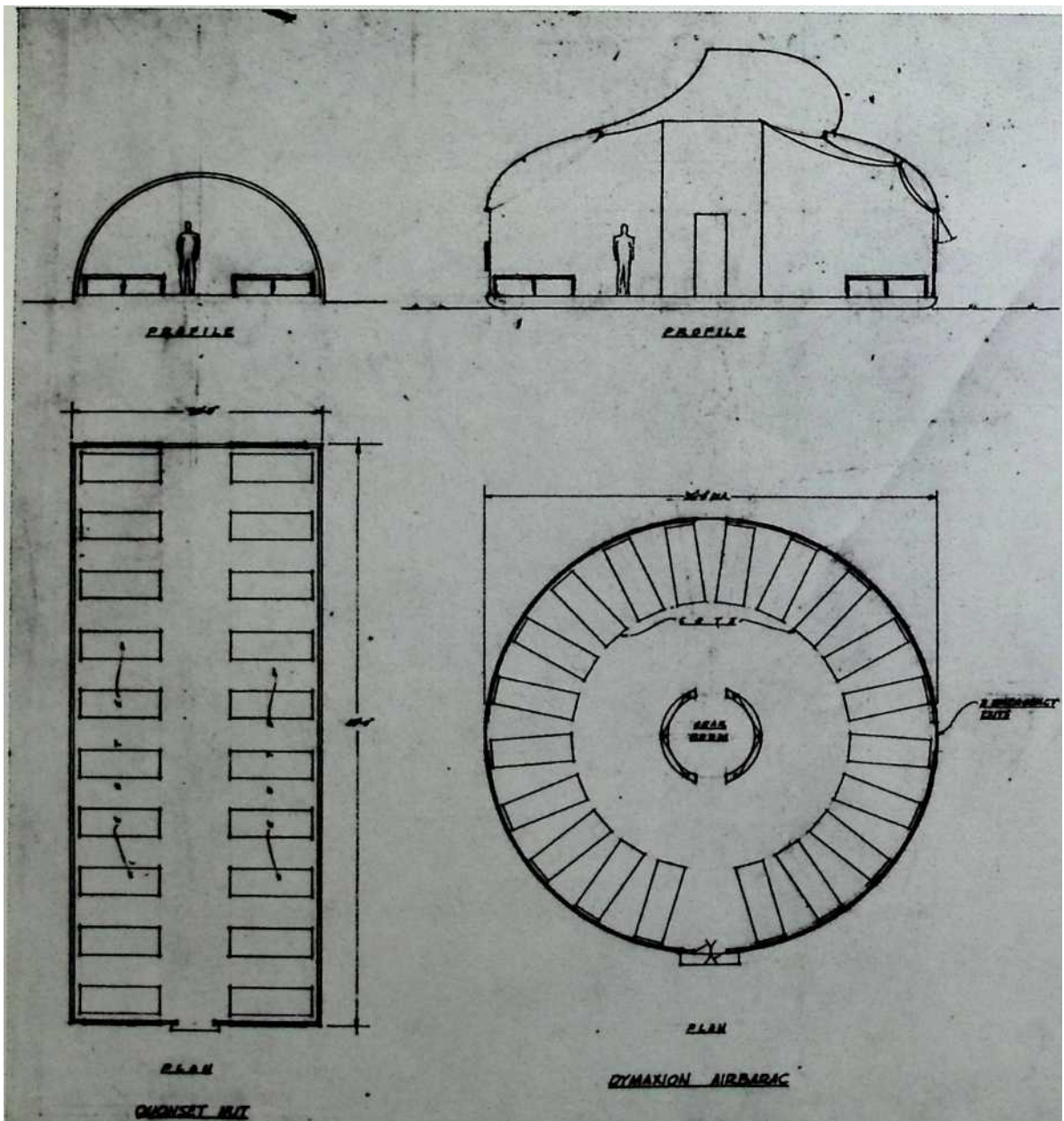
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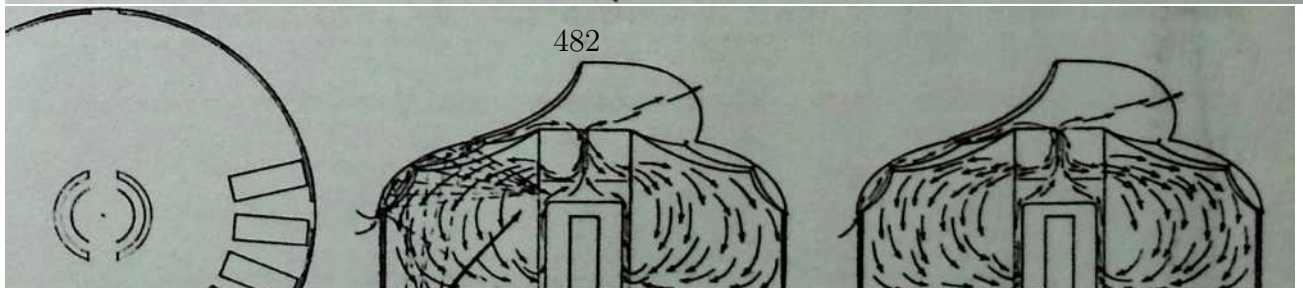
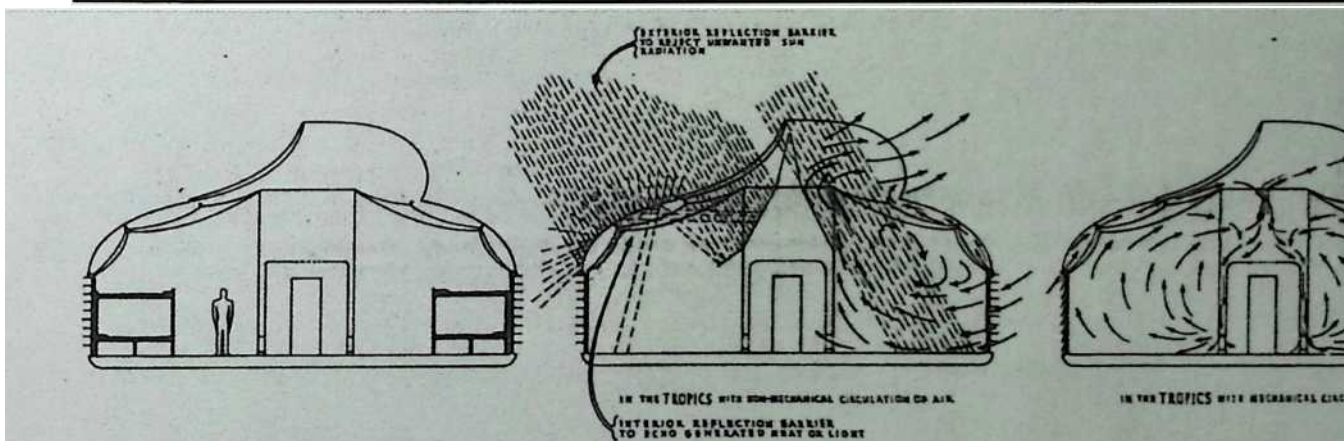
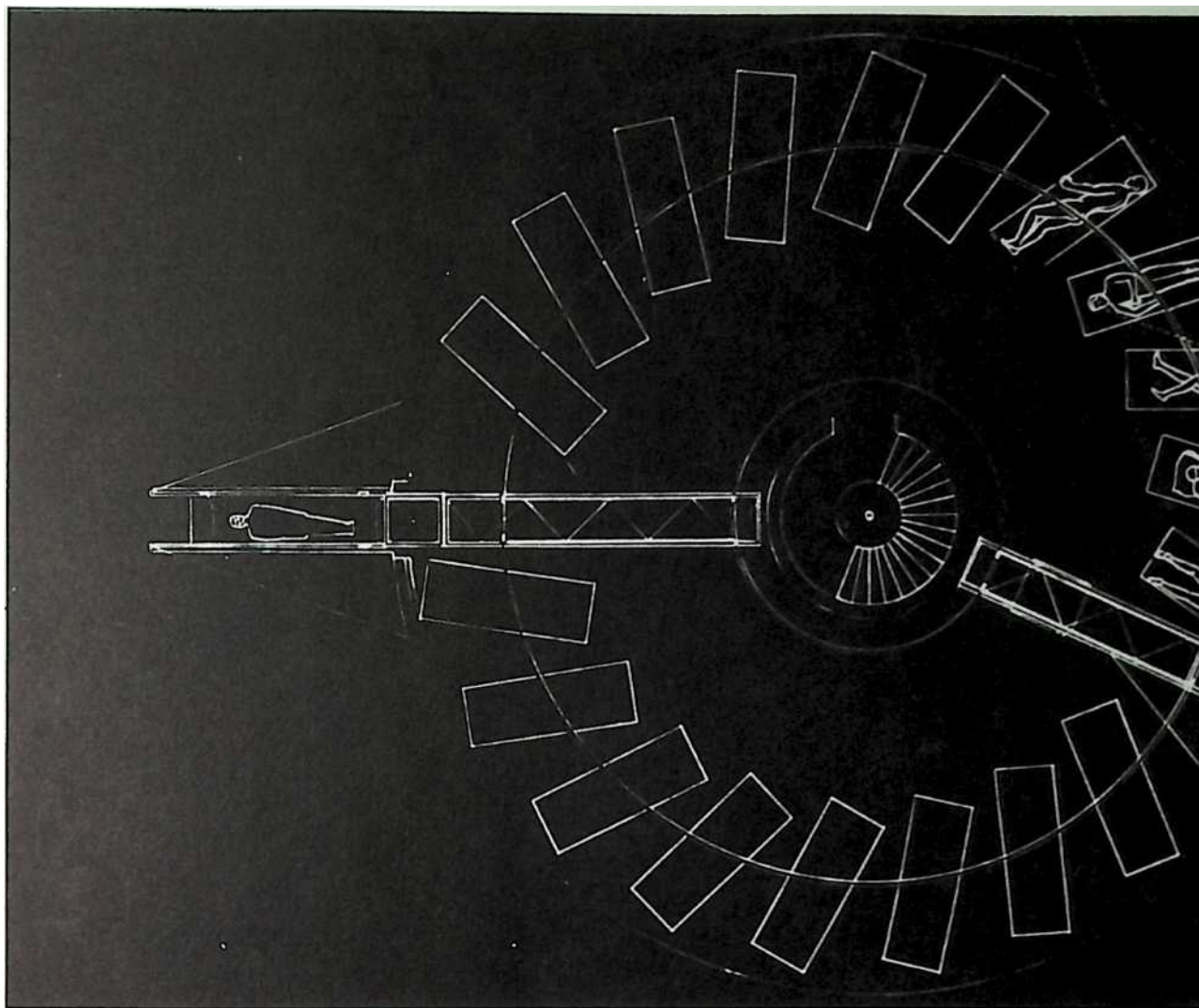
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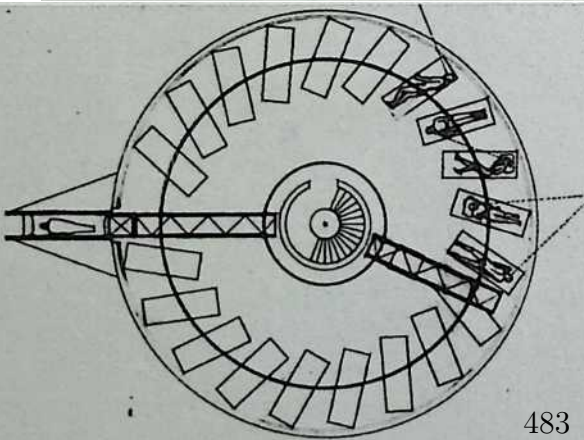
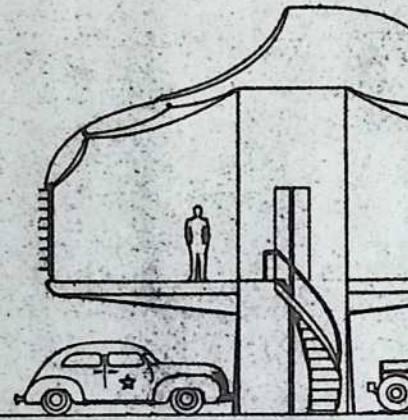
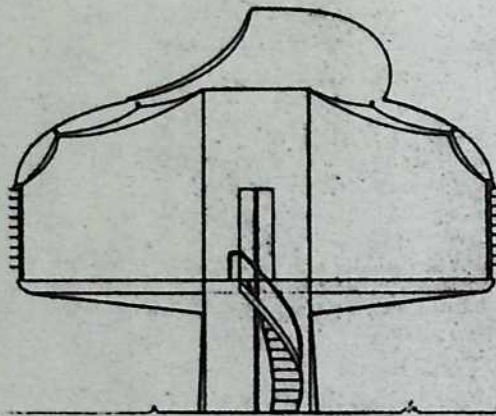
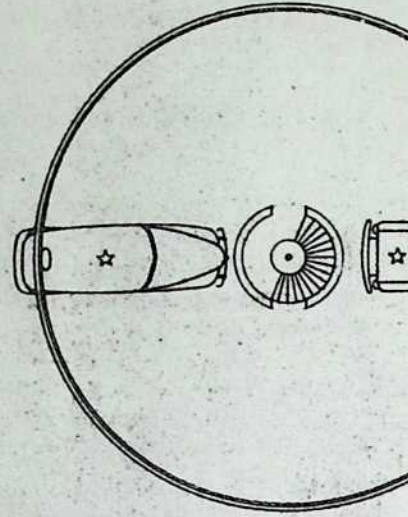
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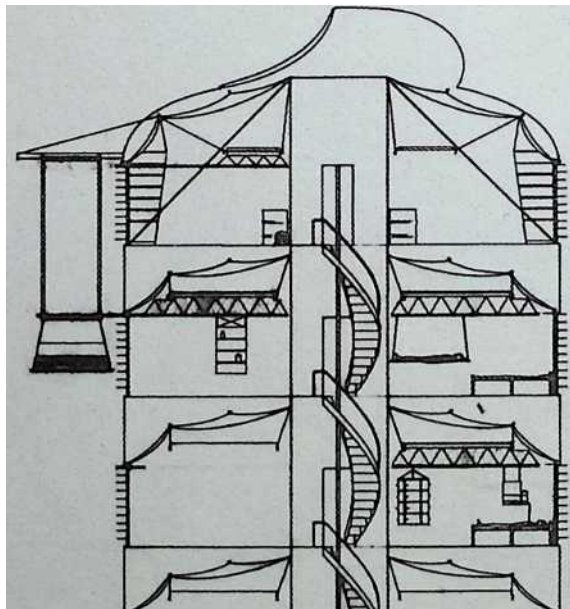
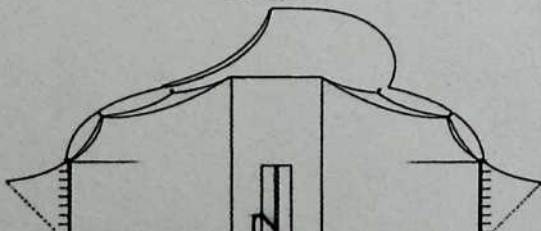


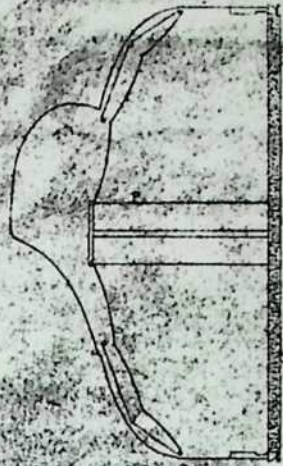


COLUMBIA PATENTING MACHINE CO.
 110 N. 4TH ST. PHILADELPHIA, PA.
 AIRBARAC SKETCH NO. 3
 DRAWN BY L. DON ROYSTON DATE MARCH 8, 1945
 NO. 312 BY _____
 THE PHOTOGRAPHIC _____
 110 N. 4TH ST. PHILADELPHIA, PA.

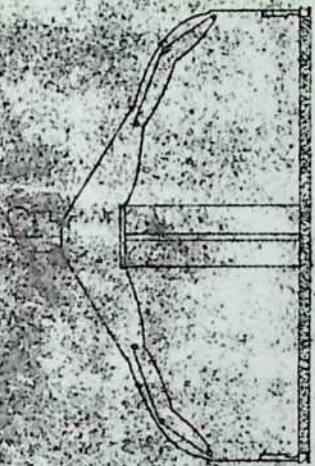


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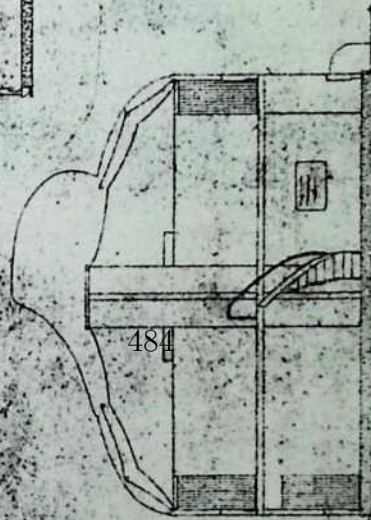
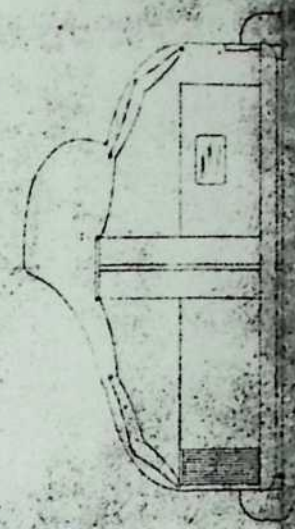




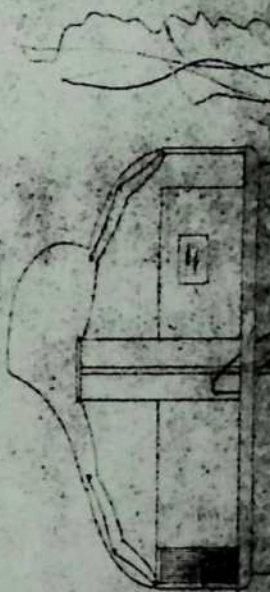
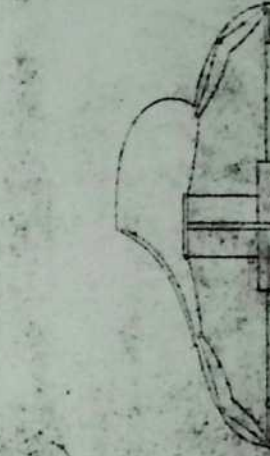
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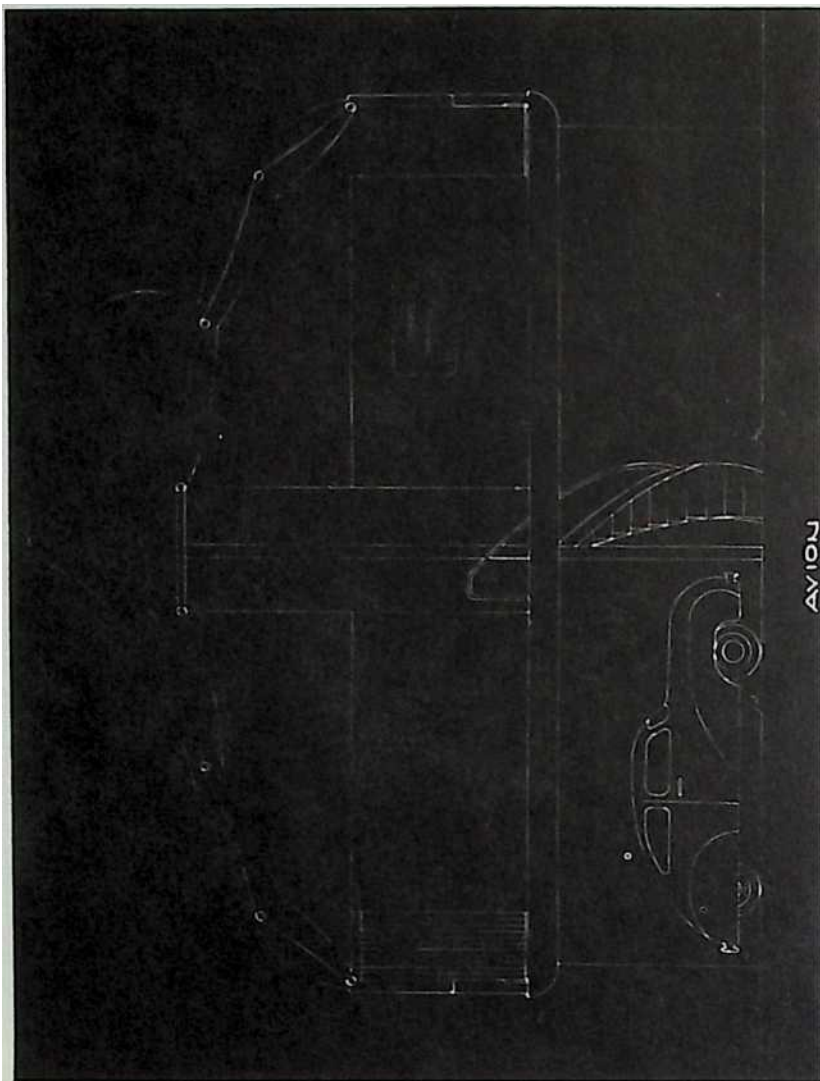


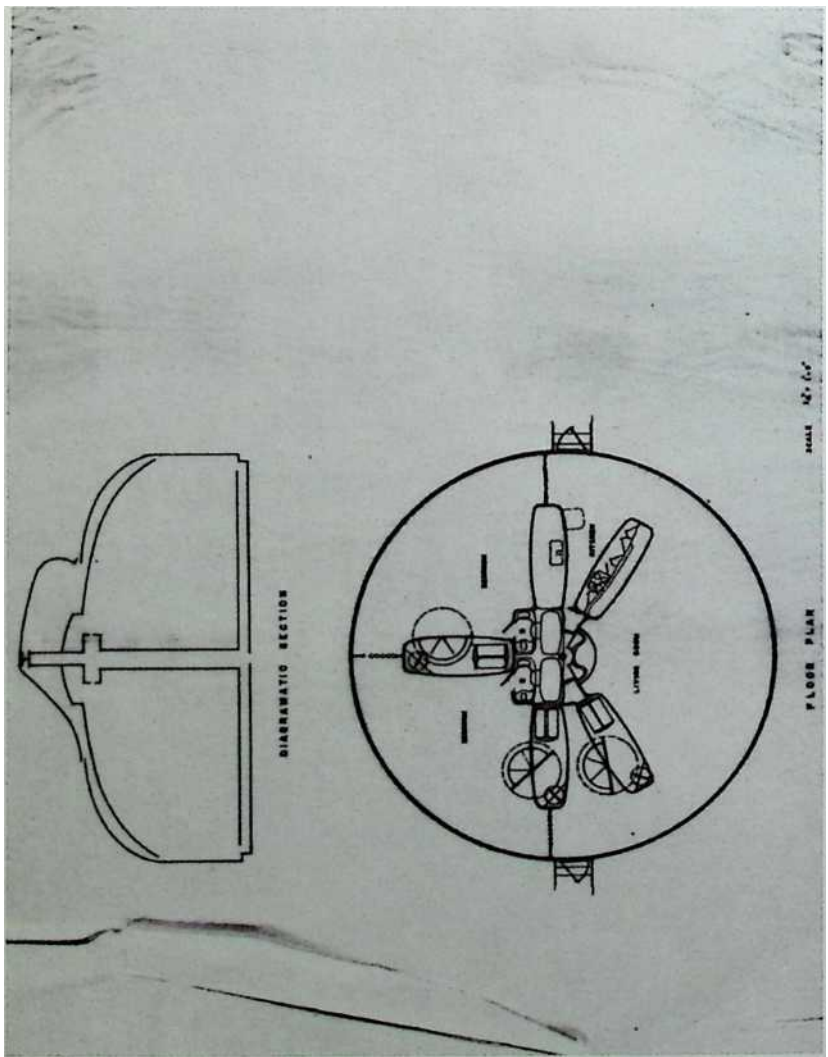
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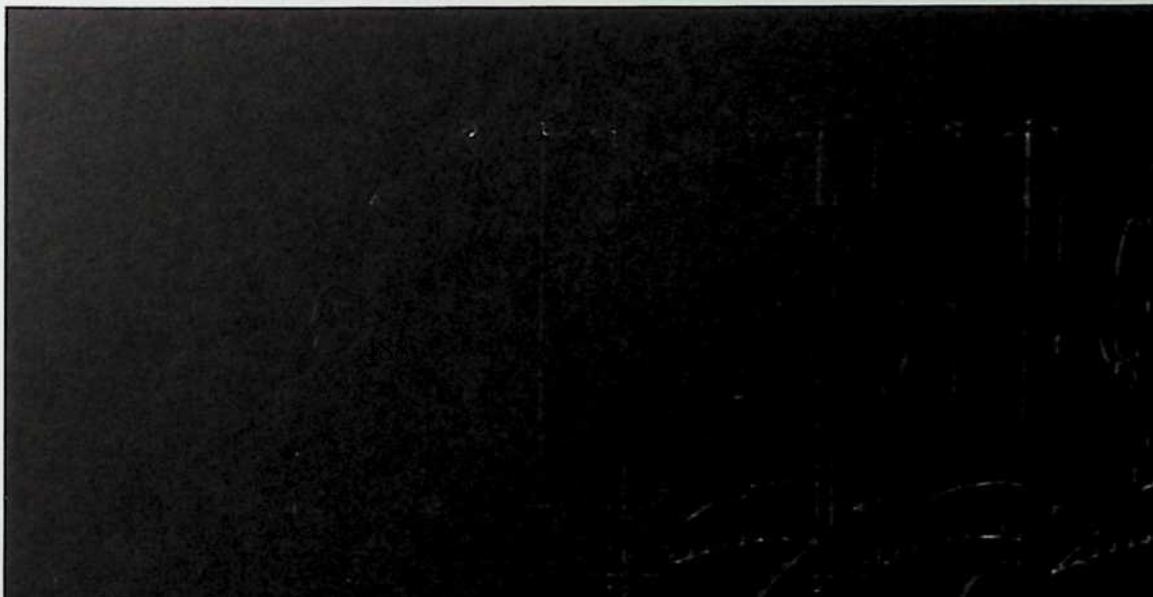
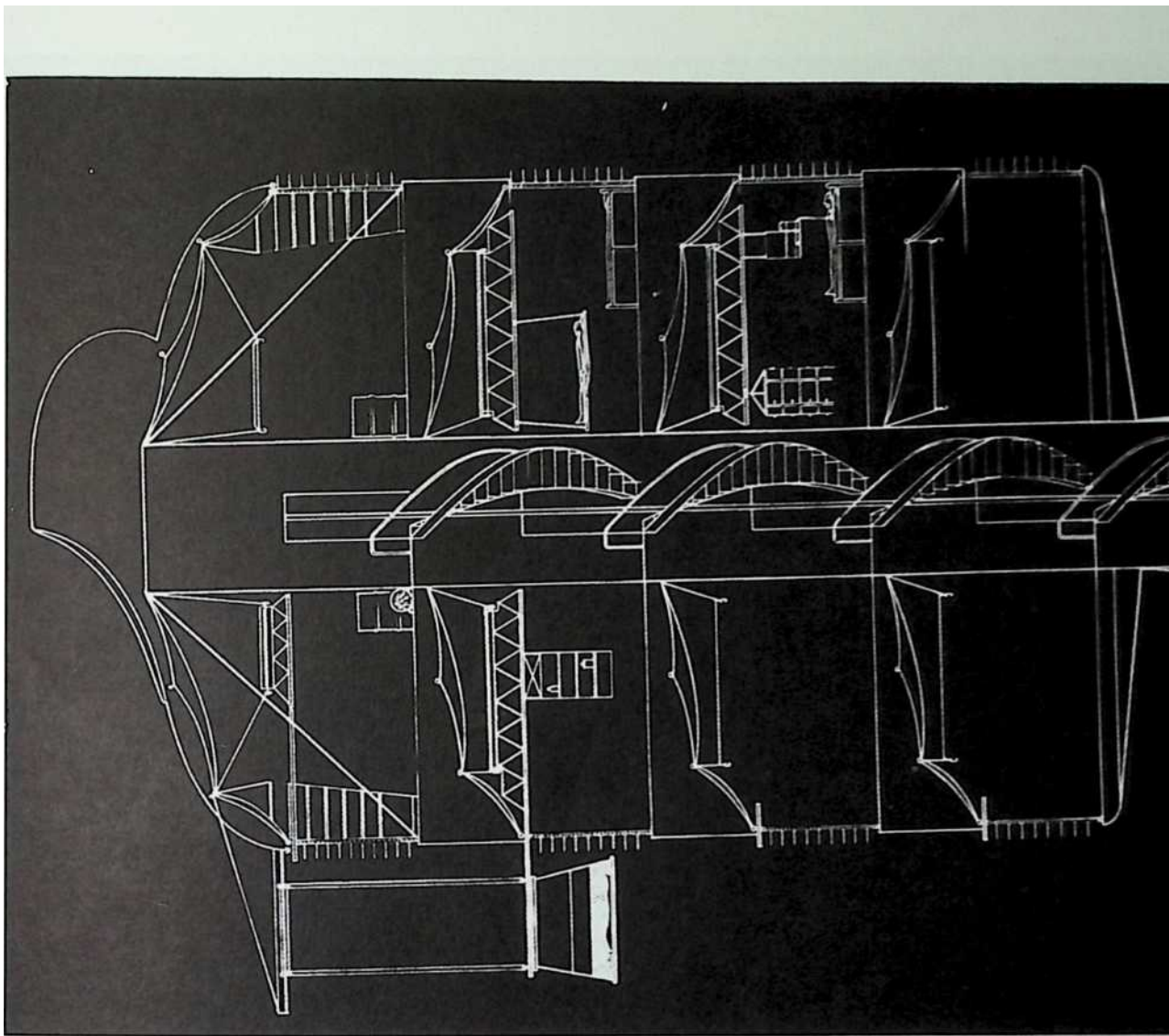
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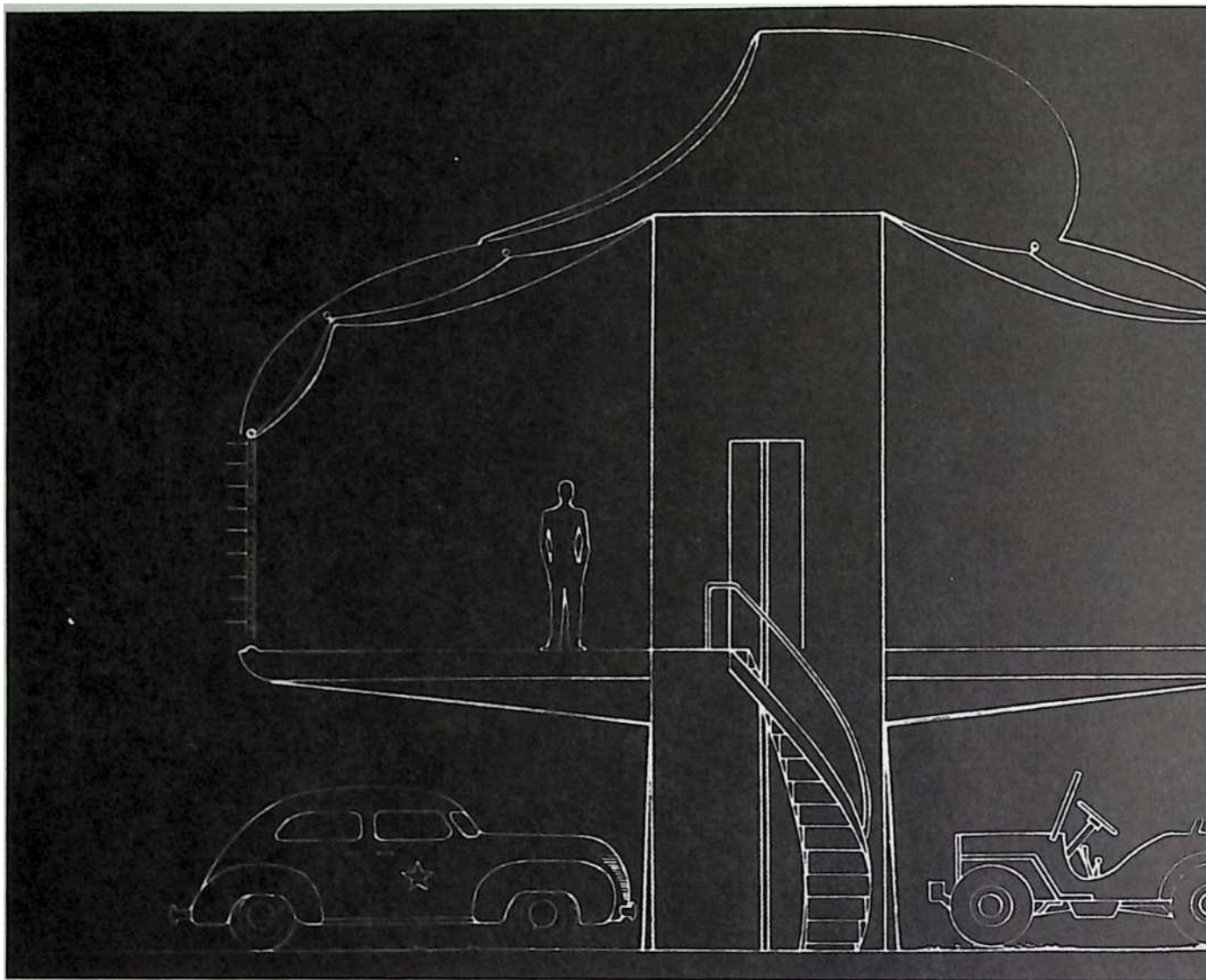












DYMAXION OWtLUNG MACHINES, INC.
R. BUCKMISTER FULLER - CHIEF ENGINEER

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