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1,604,723

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RADIATOR TRUCK

Filed August 29, 1925

Fig. 1.

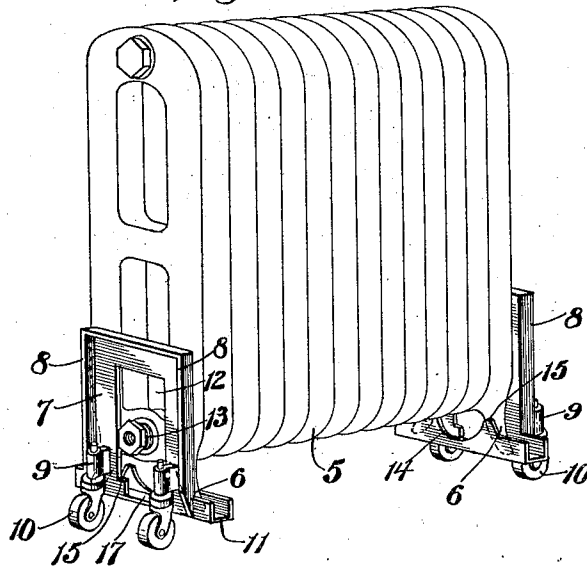


Fig. 2.

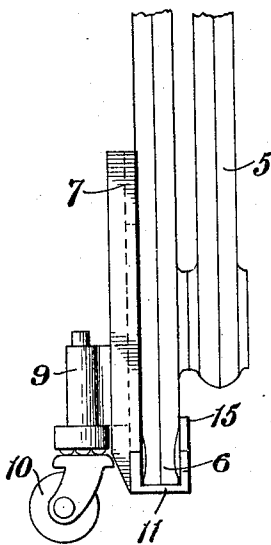


Fig. 3.

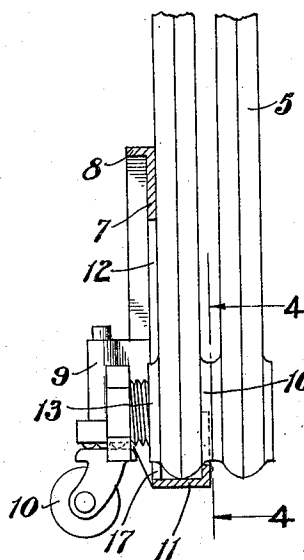
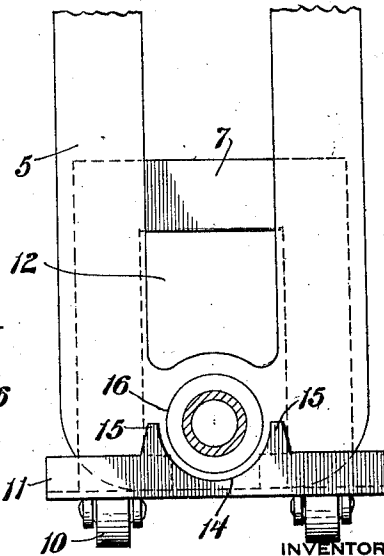


Fig. 4.



WITNESSES

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UNITED STATES PATENT OFFICE.

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RADIATOR TRUCK.

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This invention relates to trucks, especially adapted for use in handling steam or hot water radiators.

The object of the invention is to provide a truck for this purpose, which is comparatively small and inexpensive, yet strong and durable, which is adapted to receive the end of the radiator and support the same in upright position while it is rolled from place to place, and on which the radiator may be loaded quickly with little effort.

The specific construction of the invention, and its mode of operation will be more fully explained in the following detailed description, which is to be considered in connection with the accompanying drawing illustrating the invention in its preferred form.

In the drawing:

Figure 1 is a view showing the invention in use.

Figure 2 is a side elevation of the invention with a portion of a radiator supported thereby.

Figure 3 is a vertical sectional view, showing the invention as applied to a legless radiator, or to a radiator turned upside down.

Figure 4 is a section taken on the line 4—4 of Figure 3.

In handling radiators, as shown in Figure 1, two trucks are used, one for each end of the radiator. Steam and hot water radiators are customarily made up of a number of sections 5, and, as shown in Figures 1 and 2, the end sections are provided with legs 6. The truck, which constitutes the present invention, comprises a casting 7, preferably in the form of a rectangular frame, having its edges reinforced by ribs 8. Lugs 9 are secured on the outer face of the frame, and provide bearings in which caster wheels 10 are swiveled. Extending across the inner face of the frame 7 at its lower edge is a channel 11, which forms a seat for receiving the legs 6. The frame 7 is hollow, as indicated at 12, so as to clear the coupling flange 13, which projects from the end section of the radiator, while the flat inner face of the frame bears against the end of the radiator.

In Figures 3 and 4, the invention is illustrated as it may be used in connection with a legless radiator, or in connection with the radiator shown in Figures 1 and 2 when turned upside down. To accommodate the

truck to this use, the side of the channel 11, which is spaced from the main portion of the frame 7, is formed with a concave arcuate edge portion 14 and fingers 15 adapted to fit around the collar 16, which connects the end section to the next adjoining section. The opening 12 is extended downwardly, as shown at 17, to the bottom of the channel 11, so as to make it easy to get the truck out from under the radiator when the latter is close to the radiator valve.

In handling either type of radiator, the end section thereof rests in the channel 11, which is inside of the supporting caster wheels 10. The weight of the radiator, when loaded, therefore, causes the inner face of the frame 7 to bear hard against the end of the radiator, so that the latter is firmly clamped and held in the truck. The truck frame is of rugged construction, and is so built that it is only necessary to lift the radiator a few inches, and only one end at a time, in order to load the same. The two caster wheels 10 are spaced apart sufficiently, so that the radiator, when loaded, will stand in upright position without any danger of its tipping over.

While I have shown and described the specific details which constitute the preferred form of the invention, it is apparent that various modifications may be made in the shape, dimensions and relative arrangement of the various parts thereof without any material departure from the essential features of the invention as expressed in the claims. While I have described the invention with reference to steam and hot water radiators, it is to be understood that it may be used for handling other heavy articles of similar nature.

What is claimed is:

1. A radiator truck comprising a frame having a face adapted to bear against the end of the radiator and having a central opening to clear the coupling flange at the end of the radiator, means at the lower edge of the frame for engaging underneath the end section of the radiator, and caster wheels swiveled to the outer side of the frame, so that the weight of the radiator will force said frame against the end thereof.

2. A radiator truck adapted to handle legless radiators, said truck comprising a wheel supported frame adapted to bear against the end of the radiator, a channel at the lower edge of the frame and constituting a seat

for the end section of the radiator, one side of said channel being joined to the frame, and the other side having a concave arcuate edge portion for receiving the collar which
5 connects the end section to the next adjoining section of the radiator.

3. In a truck for supporting one end of a steam or hot water radiator, the combination of a frame having a face adapted to
10 bear against the end of the radiator and having a central opening to clear the coupling flange at the end of the radiator, said frame being formed at its lower edge with

a channel constituting a seat for the end section of the radiator, the inner side of said
15 channel having a concave edge portion for receiving the collar which connects the end section to the next adjoining section of the radiator, and castor wheels swiveled to the
20 outer side of the frame, so that the weight of the radiator will force the frame against the end thereof.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

GEORGE RUTHERFORD.