

Feb. 15, 1938.

F. DE GHESELLE

2,108,477

REFRIGERATOR HANDLING AND MOVING DEVICE

Filed March 29, 1937

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Fig. 1.

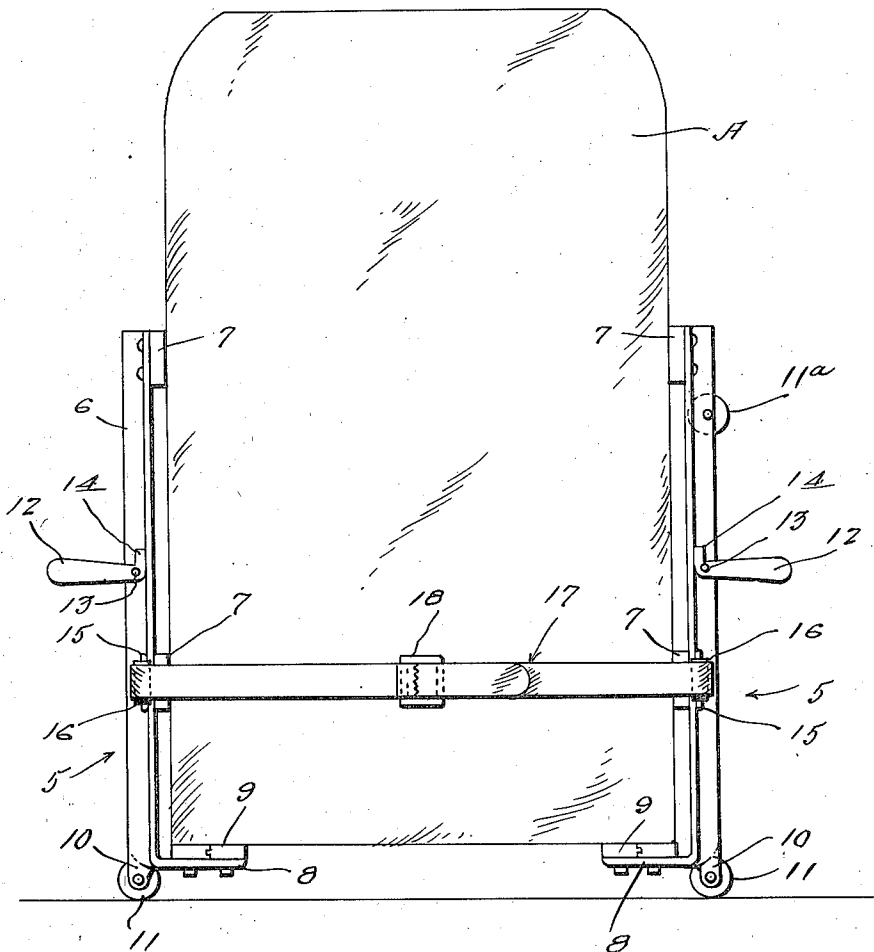
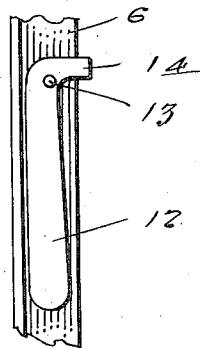


Fig. 4.



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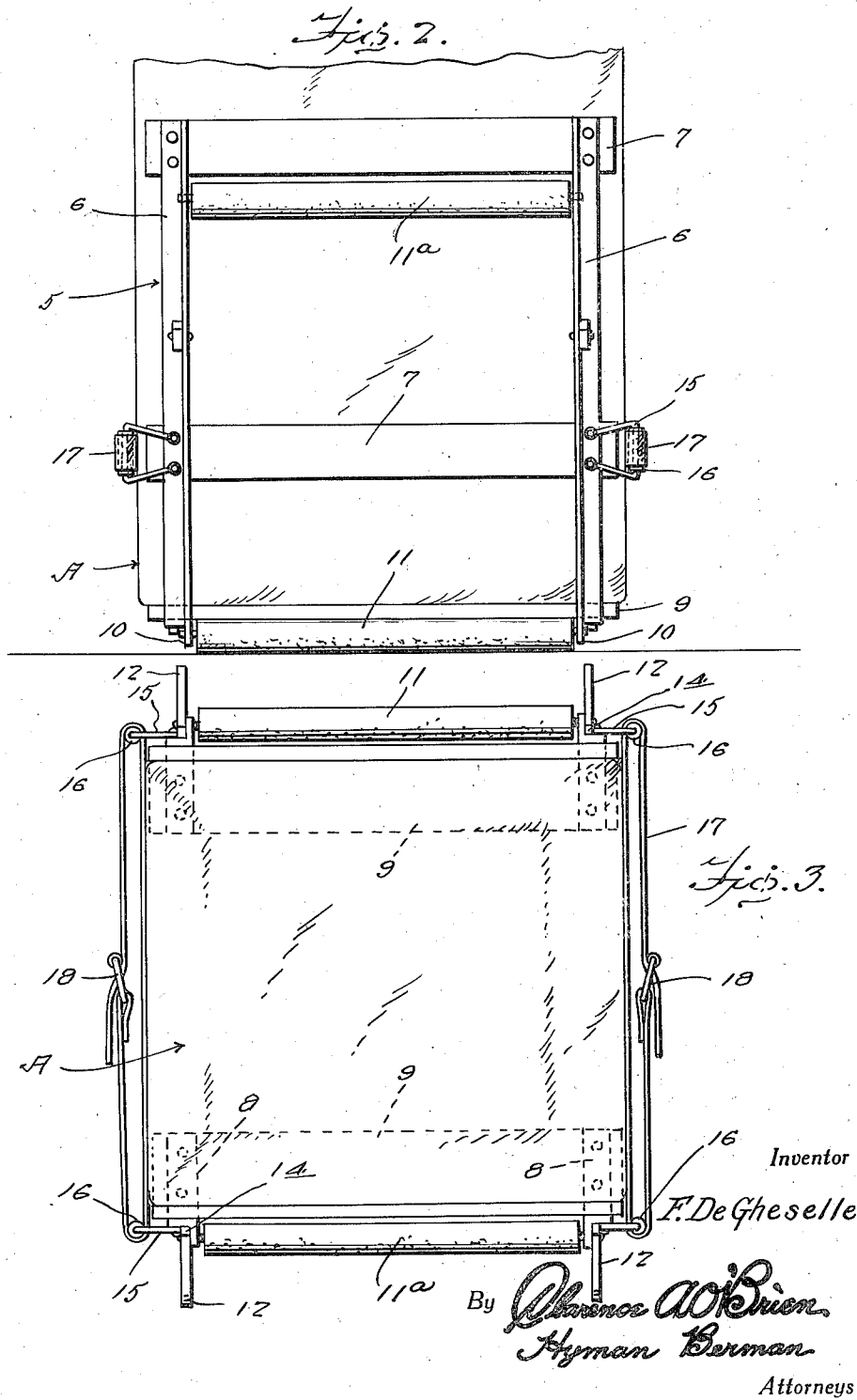
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2 Sheets-Sheet 2



UNITED STATES PATENT OFFICE

2,108,477

REFRIGERATOR HANDLING AND MOVING
DEVICE

Frank De Gheselle, East Moline, Ill.

Application March 29, 1937, Serial No. 133,741

1 Claim. (Cl. 280—61)

This invention relates to a portable device of a type adapted to embrace a refrigerator or other similar crated structure, said device being in effect a truck or carriage to facilitate handling and moving an otherwise cumbersome and difficult to handle load.

Needless to say, I am sufficiently conversant with the prior state of the art and character of the trade in general to realize that there are many types of baggage and storage house trucks and carriages utilized for promoting easy and reliable handling of crated goods. Briefly, in reducing the principles of the present invention to practice, I have evolved and produced an arrangement which is in effect a pair of coordinated roller-equipped trucks, these being such as to be clamped around the package or other object to be handled, wherein it is possible to tilt the package from either side, shove it along the surface in the plane even with the surface, or lift it up bodily to allow it to be shifted from place to place.

Persons familiar with the various tasks faced by moving men, express companies, and the like, are well aware of the various difficulties encountered. Having given the problem attentive consideration, and aware of the various difficulties met, I have perfected what I believe to be an innovation in this line of endeavor, wherein through the use of two truck-like units I am able to strap these individual trucks on the load and handle it with comparative ease.

I shall not, at this stage in the proceedings, attempt to delve into the specific structural adaptation, since it is evident that my primary object is to promote progress in this particular line of endeavor and to provide the trade with a novel sectional carriage or load handling device which is aptly fitted for the purposes intended and susceptible of justifying unqualified endorsement of the trade in general.

Other features and advantages will become more readily apparent from the following description and drawings.

In the drawings:

Figure 1 is a side elevational view showing the two trucks strapped around the refrigerator rendering the complete assembly ready for transportation or carrying, as the case may be.

Figure 2 is a view of Figure 1 observing it in a direction from either right to left, or left to right, as the case may be.

Figure 3 is a top plan view of Figure 1.

Figure 4 is a detail view, showing the foldable handle.

As seen in the drawings, the assembly is in effect constructed from a pair of roller-equipped frames which are in effect trucks denoted by the numerals 5. Each unit or truck is the same in construction and a description of one will suffice for both. Thus, as seen in Figure 2, each device 5 comprises a pair of vertical angle irons 6. Attached to these by rivets or otherwise are cross-boards or equivalent members 7 defining a frame. The lower ends of the angle irons are bent at right angles, as indicated at 8, and strips of tongue and groove flooring or equivalent members 9 are riveted or otherwise fastened thereto to provide the desired right angularly disposed ledges or rests. The numerals 10 designate lugs or ears with which the journals on the rollers 11 have rotatable connection.

The numerals 12 designate suitable handles, these being pivotally connected to the intermediate portions of the angle irons, as indicated at 13. The inner pivoted ends are laterally offset, as indicated at 14, to provide abutments engageable with the adjacent flange to hold the handles in lifting and operating position. When the handles are not in use, they are dropped down to the out-of-the-way position shown in Figure 4.

The numerals 15 designate suitable U-shaped members or yokes, these being appropriately fastened to the flanges of the respective angle irons. They project out beyond the adjacent ends of the cross-board 7, as seen in Figure 2. They are provided with adapter rollers 16 mounted on the bight portion, which rollers serve to accommodate the retaining strap or band 17. The strap or band is provided with a suitable buckle, as at 18, whereby it may be conveniently connected with the roller-equipped yoke or adapter fixtures 15.

In effect we have a pair of duplicate opposed carriages. Each carriage might well be visualized, in one sense of the word, as a simple type of baggage truck. That is to say, it is provided with a roller for conveyance purposes and is provided with a foot at the bottom which underlies the refrigerator or other parts A to be handled. By placing the two trucks against opposite sides of the object A, and then attaching and buckling the strap 7 in place, we have a structure which completely embraces the part A, allowing it to be handled in a reliable and expedient manner. It can be tilted either in a direction toward the right or left in Figure 1 of the drawings. In other words, it can be inclined toward either of the two attendants handling the same to advantageously push it from place to place. Or, the rollers may

be maintained in concurrent contact with the floor, as shown in Figure 1, so that it can be pushed about in an evident manner. Then by projecting the handles 12 to useful position, the two attendants can bodily pick up the complete structure and carry it to any desired destination.

In addition to visualizing the unit 5 as roller-equipped trucks or frames as the case may be, a somewhat different interpretation may be accorded the general assembly by assuming that the two parts 5 strapped together are in effect a temporary handling crate for the object A. Furthermore, it is to be observed that, as an alternative feature, one of the frame or truck units, preferably the one at the right in Figure 1, is provided with what may be called an auxiliary or supplementary hard rubber roller 11a. The incorporation of this added feature makes it possible to satisfactorily handle the load by tilting it over on one side, that is, in a direction from left to right in Figure 1. At this time the handles 12 on said one side are collapsed so as not to be in the way. This makes it possible to utilize the two rollers 11 and 11a on this side as a sort of a horizontal truck.

The horizontal truck idea is of considerable advantage when rolling the structure off of a truck by way of a plank or board. Also, the same board can be placed against the steps leading into the house or in the house, making it possible to roll the load on the board either up or down stairs. It is evident, therefore, that the device may be employed in the vertical position seen in Figure 1, may be tilted up on either one

or the other of the two rollers 11 and shoved along in push-cart style, or may be turned over on the two rollers 11 and 11a to better balance the load while climbing stairs or the like.

It is thought that the description taken in connection with the drawings will enable a clear understanding of the invention to be had. Therefore, a more lengthy description is thought unnecessary.

While the preferred embodiment of the invention has been shown and described, it is to be understood that minor changes coming within the field of invention claimed may be resorted to if desired.

I claim:

A device of the class described, comprising a frame including a pair of L-shaped members and cross members connecting said first mentioned members together in spaced relation, an ear on each L-shaped member at the junction of the long arm with the short arm, said ear projecting beyond the short arm, a roller having its pintles journaled in the ears, a platform extending between the short arms and connected at its ends with said arms, and an L-shaped handle pivoted at the junction of its long arm with its short arm to each L-shaped member, the short arm engaging a part of the L-shaped member of the frame to limit upward swinging movement of the long arm of the handle member, the handle member swinging to inoperative position under the action of gravity.

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