April 13, 1926. 1,580,188

U. O. WRIGHT ET AL

GLASS CYLINDER HANDLING TRUCK

Filed August 21, 1924

FIG.1.

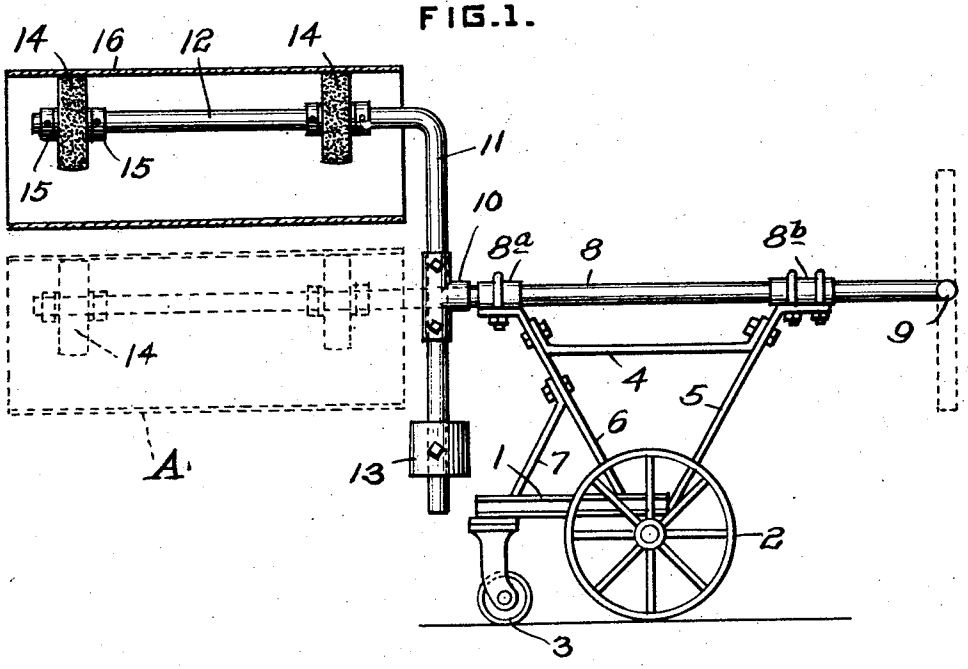
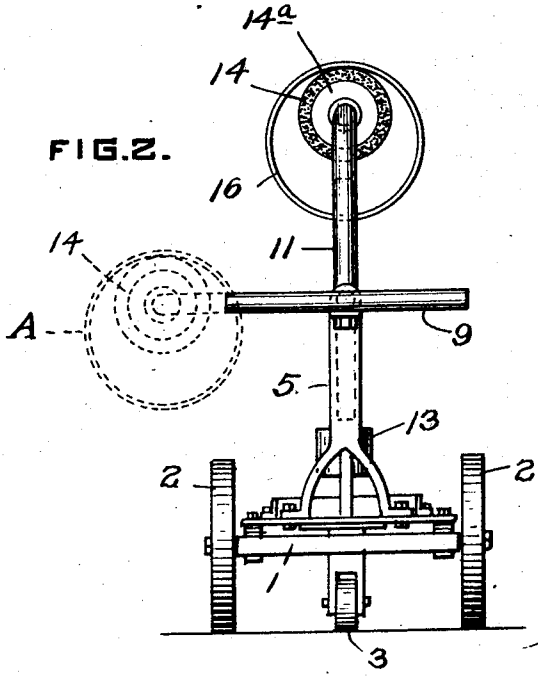



FIG.2.




INVENTORS

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and

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atty.

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# UNITED STATES PATENT OFFICE.

URIAH O. WRIGHT AND CHARLES H. WRIGHT, OF CLARKSBURG, WEST VIRGINIA, ASSIGNORS TO PITTSBURGH PLATE GLASS COMPANY, A CORPORATION OF PENNSYLVANIA.

## GLASS-CYLINDER-HANDLING TRUCK.

Application filed August 21, 1924. Serial No. 733,424.

*To all whom it may concern:*

Be it known that we, URIAH O. WRIGHT and CHARLES H. WRIGHT, citizens of the United States, and residents of Clarksburg, in the county of Harrison and State of West Virginia, have made a new and useful Invention in a Glass-Cylinder-Handling Truck, of which the following is a specification.

The invention relates to a truck or carrier for lifting and transporting the glass cylinder sections which are split and flattened into sheets in the manufacture of window glass by the cylinder process. The cylinders, as drawn, are lowered onto "horses", where they are cut into sections about sixty inches in length. In order to split these sections longitudinally, it is necessary or desirable to lift them from the horse, and remove them to separate supports where better access to the ends is had for splitting them by means of the splitting iron. It has been customary for the workman to lift the section in his arms from the horse and carry it to the splitting support, but this involves rather heavy work, and may result in injury to the workman, if a section breaks while he is shifting it. The present invention is designed to provide a simple and effective carrier or truck which may be easily operated by the workman to accomplish the shifting operation as above set forth. One embodiment of the invention is illustrated in the accompanying drawings wherein:

Figure 1 is a side elevation of the apparatus, the dotted lines showing the device in a position of use different from that shown by the full lines. And Fig. 2 is an end elevation of the apparatus, the dotted lines similarly showing in this figure the parts in a position of use different from that of the full lines.

Referring to the drawings, the body of the truck is made up of the parts 1, 4, 5, 6 and 7, bolted together as illustrated, and mounted upon the pair of wheels 2, 2 and the small guide wheel 3. Mounted for rotation in the body portion of the truck, is the shaft 8, preferably a pipe section, two bearing blocks $8^a$ and $8^b$ of cheap simple construction being preferably employed. This shaft carries at one end the handle 9, and at the other end, the T 10. Extending through the T is a bar 11, also preferably a pipe section, which has one end bent at right angles, as indicated at 12, while the other end is provided with a counterweight 13 which may be held in any desired position by means of set screws.

The part 12 of the bar is provided with two pairs of collars 15, 15 and 15, 15 between which collars are mounted for free rotary movement, the two rollers illustrated in Fig. 1. These rollers preferably consist of a metal hub portion $14^a$ (Fig. 2) surrounded by a rim 14 of some anti-scratching material, such as asbestos, it also being desirable that this material should be somewhat yielding so as to avoid the danger of breaking the glass if brought sharply into contact with the glass. Wood rolls might be employed or rolls having coverings of rubber or other materials having the desired characteristics, as above indicated.

Referring to Fig. 2, the reference letter A indicates the position of the cylinder section 16, as supported upon the capping off horse, (not shown) which it is desired to lift and transport to the splitting supports at some point remote from the capping off horse. The handle 9 of the shaft 8 is turned so that it occupies a vertical position, thus bringing the arm 12 with its rollers 14 into alignment with the cylinder section, after which the truck is moved ahead to bring the arm 12 inside the cylinder section, as indicated in dotted lines in Fig. 1. The handle 9 is then rotated to horizontal position, bringing the parts to the full line position indicated in the drawings. This movement lifts the cylinder section from the horse and shifts it laterally so that it lies in alignment with the truck body as indicated in Fig. 2. The truck is now wheeled by the workman to the splitting support and the cylinder section is moved over such support. A rotation of the shaft 8 now permits the section to be lowered upon the support, after which the truck is moved endwise, withdrawing the rod 12 and its rollers from the cylinder section. The use of the counterweight renders it easy for the operator to rotate the shaft 9 and there is no difficulty in moving the truck from place to place with the cylinder section carried in the position illustrated. The apparatus may be cheaply constructed, is easy of operation, and renders the shift-

ing of the glass cylinders perfectly safe. The advantages of the construction will be readily apparent to those skilled in the art.

What we claim is:

1. In combination in a truck for carrying glass cylinder sections, a body provided with wheels, a horizontal operating shaft journalled for rotation in the body, a lifting crank arm carried by the shaft and adapted to have its free end inserted into the cylinder sections, means for counterweighting the crank arm, and a handle for turning said shaft.

2. In combination in a truck for carrying glass cylinder sections, a body provided with wheels, a horizontal operating shaft journalled for rotation in the body, and carrying at one end a transverse bar, one end of which is directed at right angles to said bar and the other end of which is counterweighted, non-scratching means on the first mentioned end of the rod for engaging the interior of the cylinder sections, and a handle for turning said shaft.

3. In combination in a truck for carrying glass cylinder sections, a body provided with wheels, a horizontal operating shaft journalled for rotation in the body, and carrying at one end a transverse bar, one end of which is directed at right angles to said bar and the other end of which is counterweighted, non-scratching roller means on the first mentioned end of the rod for engaging the interior of the cylinder sections, and a handle for turning said shaft.

In testimony whereof, we have hereunto subscribed our names this 22nd day of July 1924.

U. O. WRIGHT.
C. H. WRIGHT.