

W. H. Main,

Wool Press.

N^o 24,567.

Patented June 28, 1859.

Fig. 2.

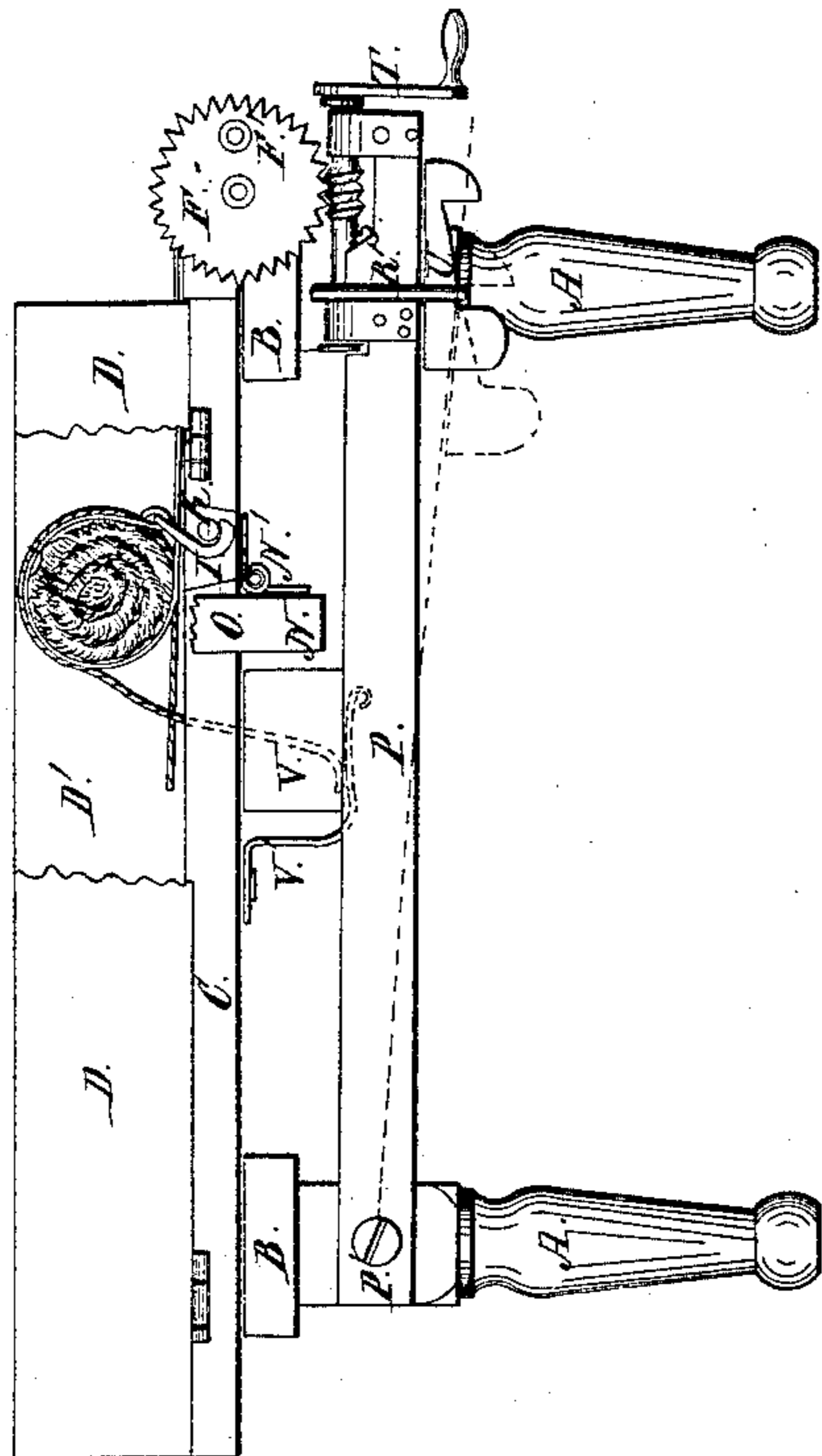


Fig. 4.

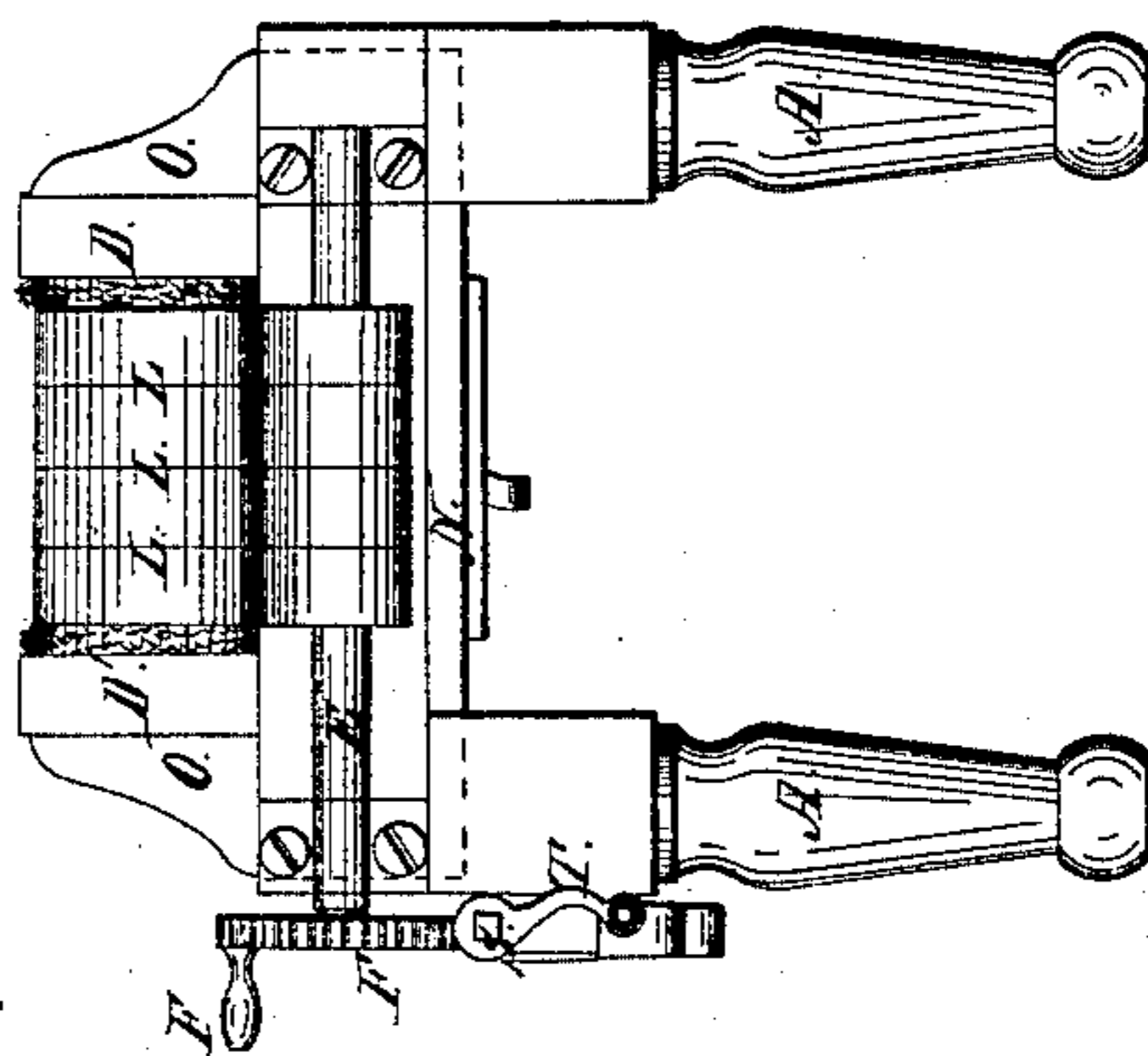


Fig. 1.

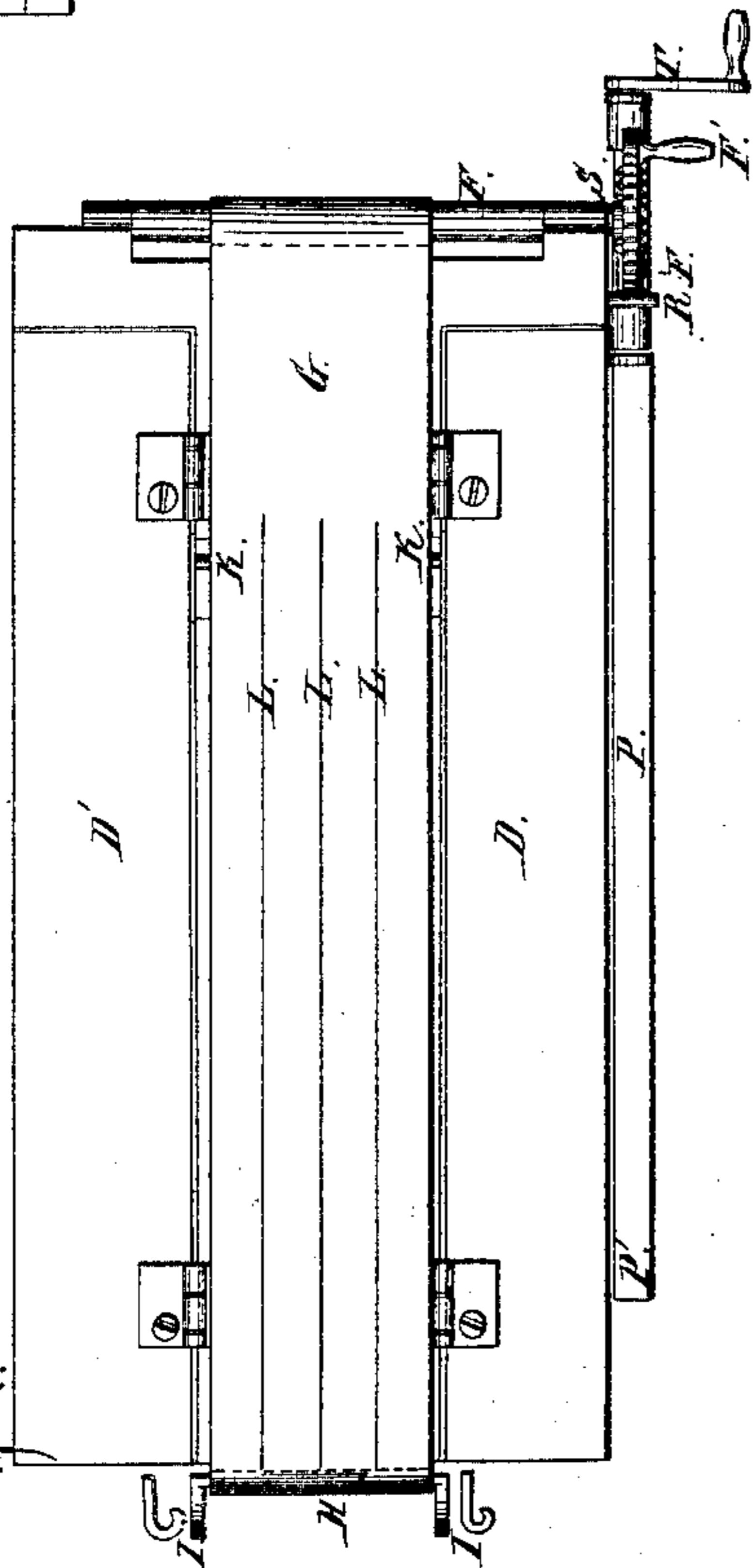
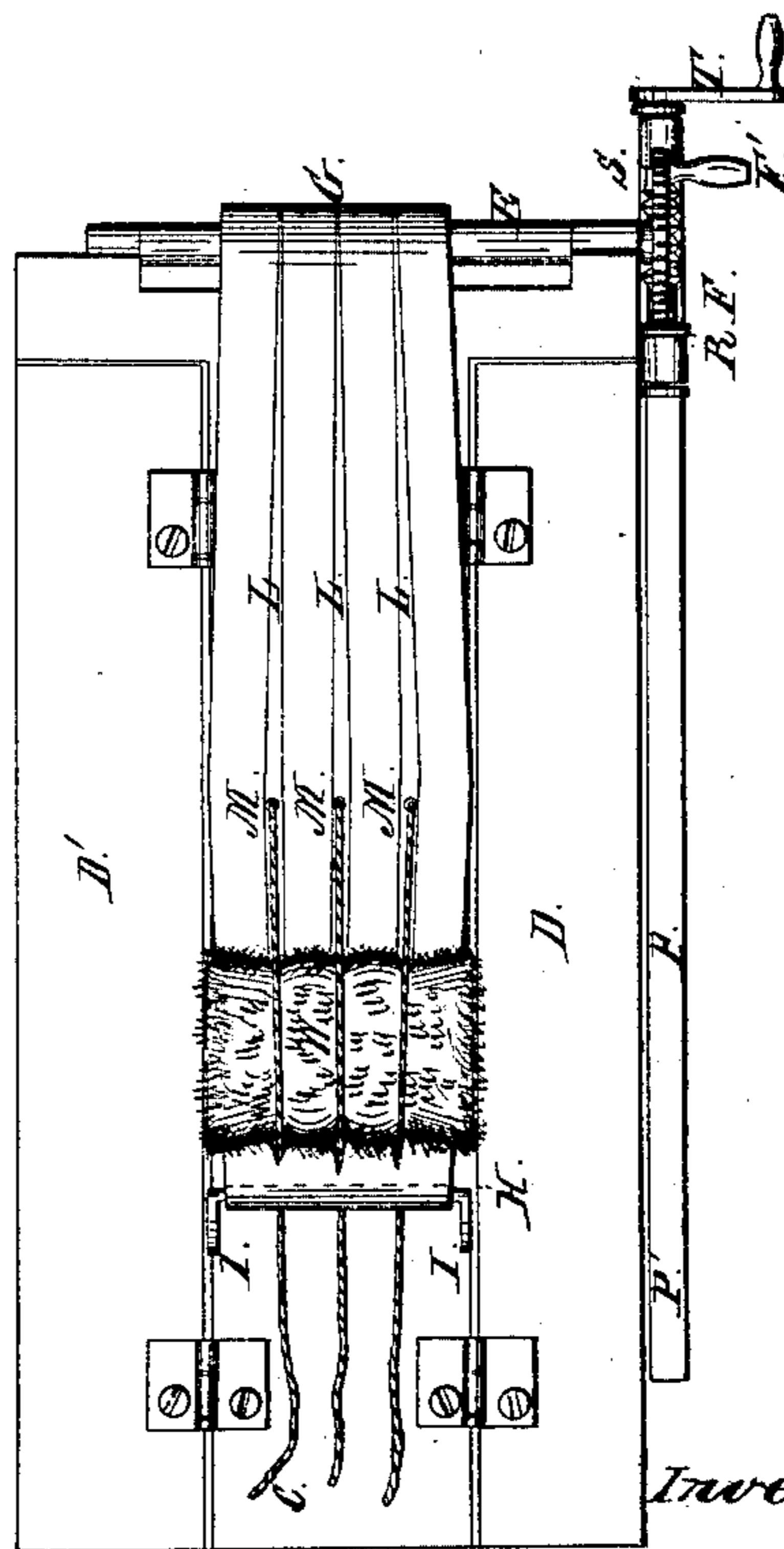


Fig. 3.



Witnesses:

D. W. Pratt.

Inventor.

William H. Main

UNITED STATES PATENT OFFICE.

WILLIAM H. MAIN, OF LIVERPOOL, OHIO.

MACHINE FOR FOLDING AND PACKING WOOL.

Specification of Letters Patent No. 24,567, dated June 28, 1859.

To all whom it may concern:

Be it known that I, WM. H. MAIN, of Liverpool, in the county of Medina and State of Ohio, have invented new and useful
5 Improvements in Wool-Packers; and I do hereby declare that the following is a full and complete description of the construction and operation of the same, reference being had to the accompanying drawings, making
10 part of this specification, in which—

Figure 1, is a top view; Fig. 2, is a side view; Fig. 3 is a top view; and Fig. 4 is an end view.

Like letters refer to like parts.

15 The frame of the machine consists of two pair of posts A, held together by girths, the ends of which are seen at B, B', Fig. 2. A bottom board or leaf C, in length about four feet, and in width about sixteen inches, is
20 fastened to the pieces B, by screws or otherwise, and this constitutes the frame of the machine. Upon each side of this, is attached the wings D D'. These each consist of a board about ten inches wide, and in length,
25 nearly equaling the bottom board C. The wings D D' are secured to the bottom board, by hinges, in such a manner that they can be turned upward, so as to stand at right angles to the bottom board C, as seen in
30 Figs. 2 and 4. At the right hand end of the machine, as seen in Figs. 1, 2 and 3, there is placed a windlass E, in front of the girth B, and bottom board C and wings D D'. Upon the end of this shaft or windlass E,
35 is placed a toothed or cog wheel F, near the circumference of which is a pin F', by which the windlass is revolved. To the middle portion of this windlass is attached a strap of leather or canvas G, in width and length
40 equaling the bottom board C. To the free end of this strap G, is secured a rod H, in length equaling the width of the strap, and upon each end of this rod is a hook I, standing to the rod H. At K, in Figs. 1 and 2,
45 is seen a pin in each side of the bottom board C, a notch being cut in the edge of the board large enough to admit the hooks I, between the bottom board C, and the wings D D'. The belt G is divided lengthwise, in three
50 places as seen at L L L, through which the cord M is passed for purposes hereafter to be described.

To the under side of the bottom board C is attached by a hinge, a cross bar N, which
55 is in length equal to the bed C, and both the

wings D D' when the same are spread out as seen in Figs. 1 and 3. Into each end of this cross bar is framed an arm or stake O, Figs. 2 and 4, by means of which, the wings D D' are supported when they are turned upright, 60 as seen in Figs. 2 and 4. When the wings are spread, these arms or stakes O are turned to a horizontal position by means of the hinge N', upon the bar N.

Upon the front side of the machine, an 65 arm P, is attached at P' to the leg of the frame. The free end moves up and down about an inch, in a guide R, secured to the leg at the opposite end of the machine. Upon this end of the arm P is attached a re- 70 volving screw S, having a lead corresponding to the teeth on the wheel F. The outer end of the screw S, is furnished with a crank T, by means of which the screw S is re- 75 volved. Just below this arm, is a key U, which is used to keep the screw in contact with the teeth of the wheel F, and by pushing back this key the end of the arm falls and the screw is released from the wheel.

Just back of the cross bar N, and upon 80 the underside of the bottom board is placed a twine box V, which is held in place by the spring V'.

This machine is used in the following de- 85 scribed manner: The wings D D' are spread, as seen in Fig. 1, and the belt G stretched so as to cover the entire bottom board, as shown also in Fig. 1. The cords M, are then passed through the holes and thrown over toward the windlass and passed between the slits in 90 the belt G. The fleece is then spread upon the table thus formed, and the sides folded inward, to the width of the bottom board C, and rolled into a compact form W, as seen in Fig. 3, and the cords M, passed over the 95 fleece and backward under the bar H, between the slits. The bar H, is then lifted and carried forward over the rolled fleece and the hooks I, passed under the pins K, as seen in Fig. 2, and the wings D D' raised 100 and secured by the arms O, as seen in Fig. 4. The belt G is then wound up by turning the windlass E until the fleece is compressed into a cylindrical form W', as seen in Fig. 2. The arm P is then raised to the position 105 seen in Fig. 2, which brings the screw S into gear with the wheel F, where it is secured by the key U. Now by turning the crank T, which is attached to the end of the screw, in the proper direction the fleece is 110

firmly compressed into a cylindrical form, where it is held by the belt, wheel and screw, until it can be securely tied. The screw is then released from the wheel F, by shoving
5 back the wedge or key U. The arms O, by being turned back to a horizontal position, allows the wings to fall, and the fleece can be removed.

I am aware that fleeces of wool have been
10 compressed into small packages by means of a flexible band; but the distinguishing features of my invention, relate to the hooks I and pins K, in combination with other parts described, by means of which the fleece is
15 compressed into a compact cylindrical form,

by being pressed upon all sides by the belt G, in the manner described.

What I claim as my improvement and desire to secure by Letters Patent is—

The herein named devices for rolling the
20 fleece into a compact cylindrical form, namely, the combination of the belt G, rod H, hooks I, and pins K, the same being operated by means of the windlass E and screw S, in the manner and for the purpose speci- 25
fied.

WILLIAM H. MAIN.

Witnesses:

W. H. BURRIDGE,
D. U. PRATT.