

No. 666,852.

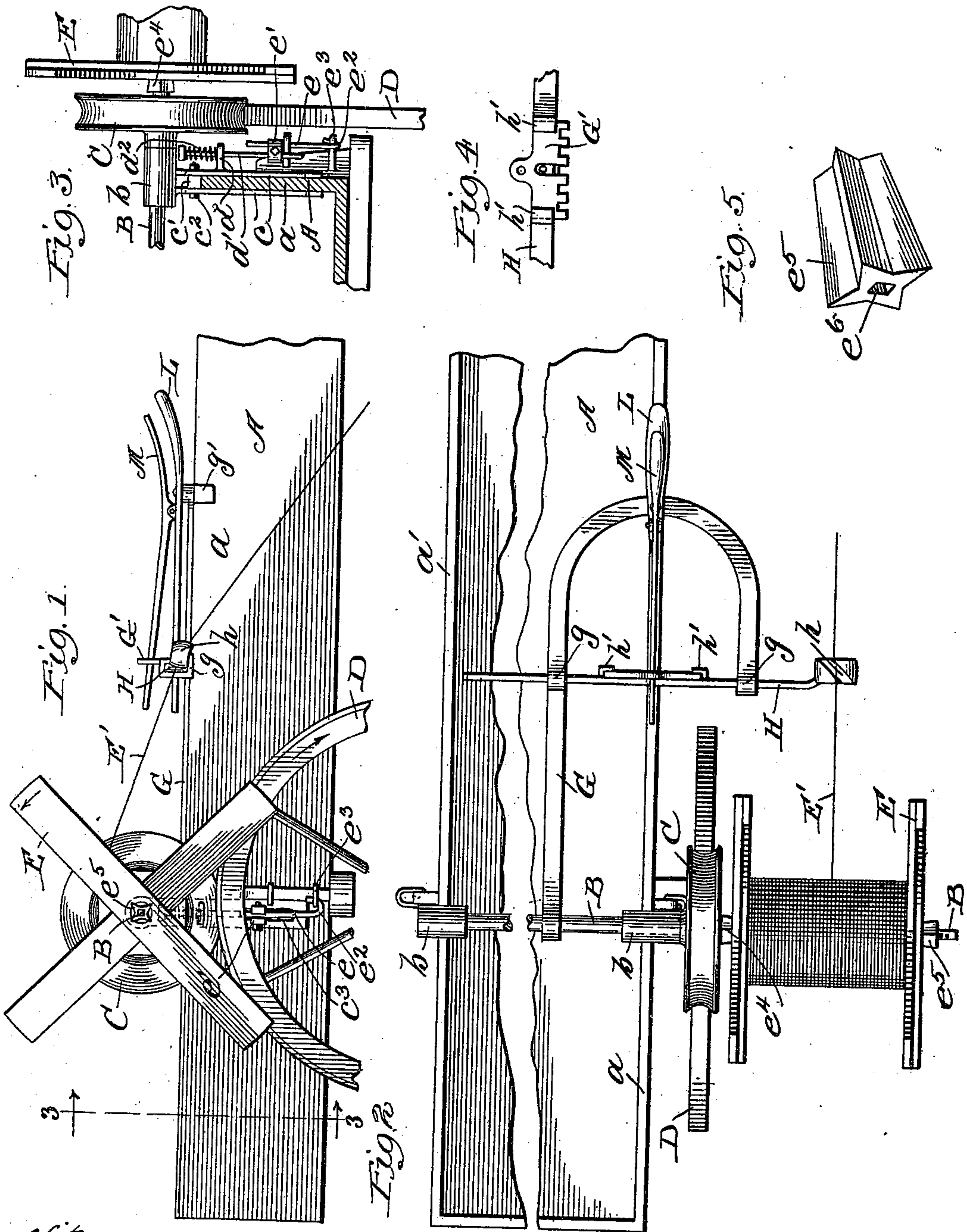
Patented Jan. 29, 1901.

H. J. MASE.

WIRE WINDER.

(Application filed July 30, 1900.)

(No Model.)



Witnesses  
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# UNITED STATES PATENT OFFICE.

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## WIRE-WINDER.

SPECIFICATION forming part of Letters Patent No. 666,852, dated January 29, 1901.

Application filed July 30, 1900. Serial No. 25,277. (No model.)

*To all whom it may concern:*

Be it known that I, HENRY J. MASE, a citizen of the United States, residing at Des Plaines, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Wire-Winders, of which the following is a specification.

This invention relates to improvements in a device to be used for winding and unwinding wire; and it consists in certain peculiarities of the construction, novel arrangement, and operation of the various parts thereof, as will be hereinafter more fully set forth and specifically claimed.

The object of my invention is to provide a wire-winder which shall be simple and inexpensive in construction, strong, durable, and effective in operation, and which may be readily attached to an ordinary farm-wagon or removed therefrom.

In order to enable others skilled in the art to which my invention pertains to make and use the same, I will now proceed to describe it, referring to the accompanying drawings, in which—

Figure 1 is a view in side elevation of a portion of a wagon with my winder located thereon, showing the parts in position ready for use. Fig. 2 is a plan view of a portion of the wagon body or box, showing it shortened for the convenience of illustration, and illustrating the winder in position thereon. Fig. 3 is a view, partly in section and partly in elevation, taken on line 3 3 of Fig. 1 looking in the direction indicated by the arrows. Fig. 4 is a detail view of a portion of the guide-bar for the wire, and Fig. 5 is a detached perspective view of a securing-block for the reel or spool.

Similar letters refer to like parts throughout the different views of the drawings.

A represents the box or body of a wagon, which may be of the ordinary or any preferred construction, and has, as usual, side-boards *a* and *a'*, to which the winder is secured.

Extending across the box or body A and directly over one of the axles of the wagon is a shaft B, which is journaled in suitable bearings *b*, mounted on the upper ends of upright pieces *c*, arranged in pairs to stride the side-boards of the box or body, as is clearly shown in Fig. 3 of the drawings. Between

the pieces *c* is located a block *c'*, which is held in position by means of a bolt *c<sup>2</sup>*, which passes through a slot *c<sup>3</sup>* in said pieces *c*, so that the block can be adjusted to the desired point in order to allow the wheel C, which is fixed on the shaft B, to contact with one of the wheels D of the wagon. One of the pieces *c* is provided with a lateral extension or arm *d*, through an opening in which passes a vertical rod *d'*, having on its upper end a head, between which head and the arm *d* is located a spring *d<sup>2</sup>* to regulate the pressure of the wheel C on the wheel D of the wagon. The lower portion of the rod *d'* is connected to another rod *e* by means of a clamp *e'*, and the last-named rod is provided with a hook *e<sup>2</sup>* to engage a suitable catch *e<sup>3</sup>* on one of the bolster-standards.

As shown in Fig. 2 of the drawings, the shaft B extends some distance beyond the wheel D of the wagon and is provided with a block *e<sup>4</sup>*, which is substantially star-shaped in cross-section and is fixed on the shaft. This block is for the purpose of engaging the opening in the reel or spool E, on which the wire E' is wound, and which reel may be of the ordinary or any preferred construction.

On the outer end of the shaft B is removably located a block *e<sup>5</sup>*, which is tapered and substantially star-shaped in cross-section, as shown in Fig. 5 of the drawings, and is employed to engage the outer opening of the reel E, so as to prevent it turning on the shaft B, said block being provided with a rectangular opening *e<sup>6</sup>* to fit the similarly-shaped portion of the shaft B for this purpose.

Encircling the shaft B between its bearings is one end of a yoke G, which is curved and bent backwardly at its front portion and is provided with bearings *g* for the reception and operation of the guide-bar H, which has in its outer portion a groove *h* for the reception of the wire E', which it is designed to hold. The groove *h* is preferably formed diagonally, as shown, so as to slightly grip the wire to prevent it being displaced. About its middle the bar H is provided with two forwardly and inwardly bent projections *h'*, between which and the bar is located a rack-bar G' to engage one of the side-boards of the wagon-body. The yoke G is provided at about the middle of its curved portion with a downwardly-extending fork *g'* to stride the side-board, and



just above the said fork has fulcrumed thereon a lever L, which engages at one of its ends the bar H, as is shown in Figs. 1 and 2 of the drawings.

5 Fulcrumed on the lever L is a grip-lever M, one end of which engages the rack-bar G', and which lever is used for raising the rack-bar when it is desired to shift the position of the guide-bar.

10 From the foregoing and by reference to the drawings it will be seen and readily understood that as the wagon is driven forwardly the reel E will be caused to rotate in the opposite direction from the wagon-wheels by  
15 reason of the engagement of the wheel C with one of the wagon-wheels, in which operation the wire will be wound on the spool or reel and its position shifted thereon by means of the levers L and M and the guide-bar H, the  
20 operation of which is so obvious as to need no further explanation.

By reference to Fig. 3 of the drawings it will be understood that the pressure of the wheel C on the wheel D may be regulated by  
25 means of the rods *d'* and *e* and clamp *e'*, which unites them the spring *d*<sup>2</sup> allowing free movement of the shaft B, yet holding it in such position as to attain the proper pressure or tension of the wheel.

30 Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a wire-winder, the combination of the upright supporting-pieces adjustably secured  
35 to the sides of a wagon-body, with a shaft having its bearings on said pieces, a wheel fixed on said shaft to impinge one of the wheels of

the wagon, a reel fixed on one end of said shaft, a yoke loosely secured at one of its ends to the said shaft, and having bearings 40 for the guide-bar, said bar located in the bearings of the yoke and carrying a rack-bar to engage the wagon-body, a lever fulcrumed on the yoke and connected at one of its ends to the guide-bar, and a grip-lever fulcrumed on 45 the other lever and connected at one of its ends to the rack-bar, substantially as described.

2. In a wire-winder, the combination of the upright supporting-pieces adjustably secured 50 to the sides of a wagon-body, with a shaft having its bearings on said pieces, a wheel fixed on said shaft to impinge one of the wheels of the wagon, a reel fixed on one end of said shaft, a yoke loosely secured at one of its 55 ends to the said shaft, and having bearings for the guide-bar, and on its front portion a downwardly-extending fork to engage the side-board of the wagon-body, the guide-bar located in the bearings of the yoke and hav- 60 ing at its outer end, a groove for the wire, and at about its middle, forwardly and inwardly extending projections, a rack-bar located between said projections and the guide-bar, a lever fulcrumed on the yoke, and connected 65 at one of its ends to the guide-bar, and a grip-lever fulcrumed on the other lever and connected at one of its ends to the rack-bar, substantially as described.

HENRY J. MASE.

Witnesses:

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