

No. 765,089.

PATENTED JULY 12, 1904.

K. K. LEROL, JR.
WIRE REELER.

APPLICATION FILED JAN. 20, 1904.

NO MODEL.

2 SHEETS—SHEET 1.

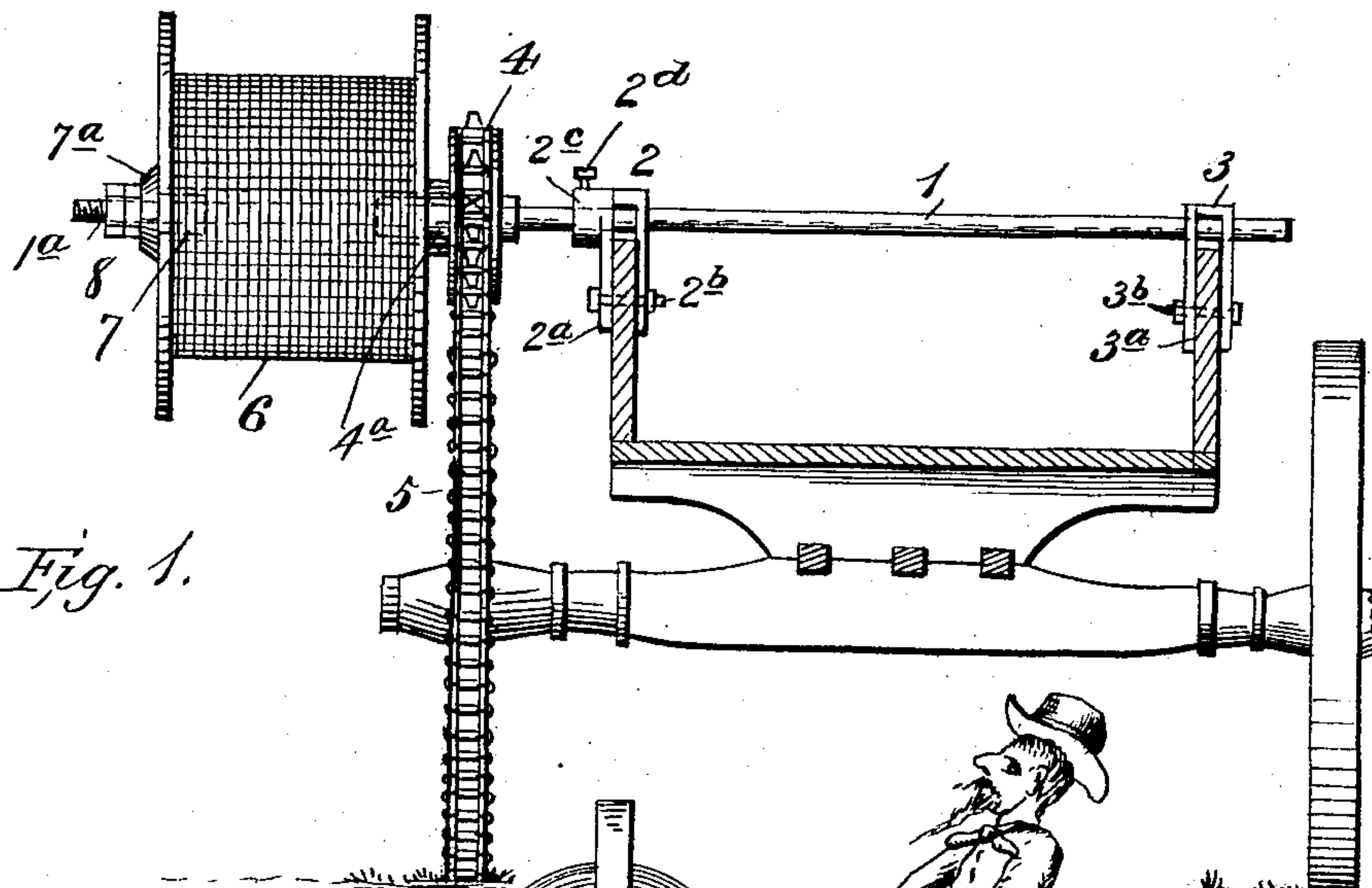


Fig. 1.

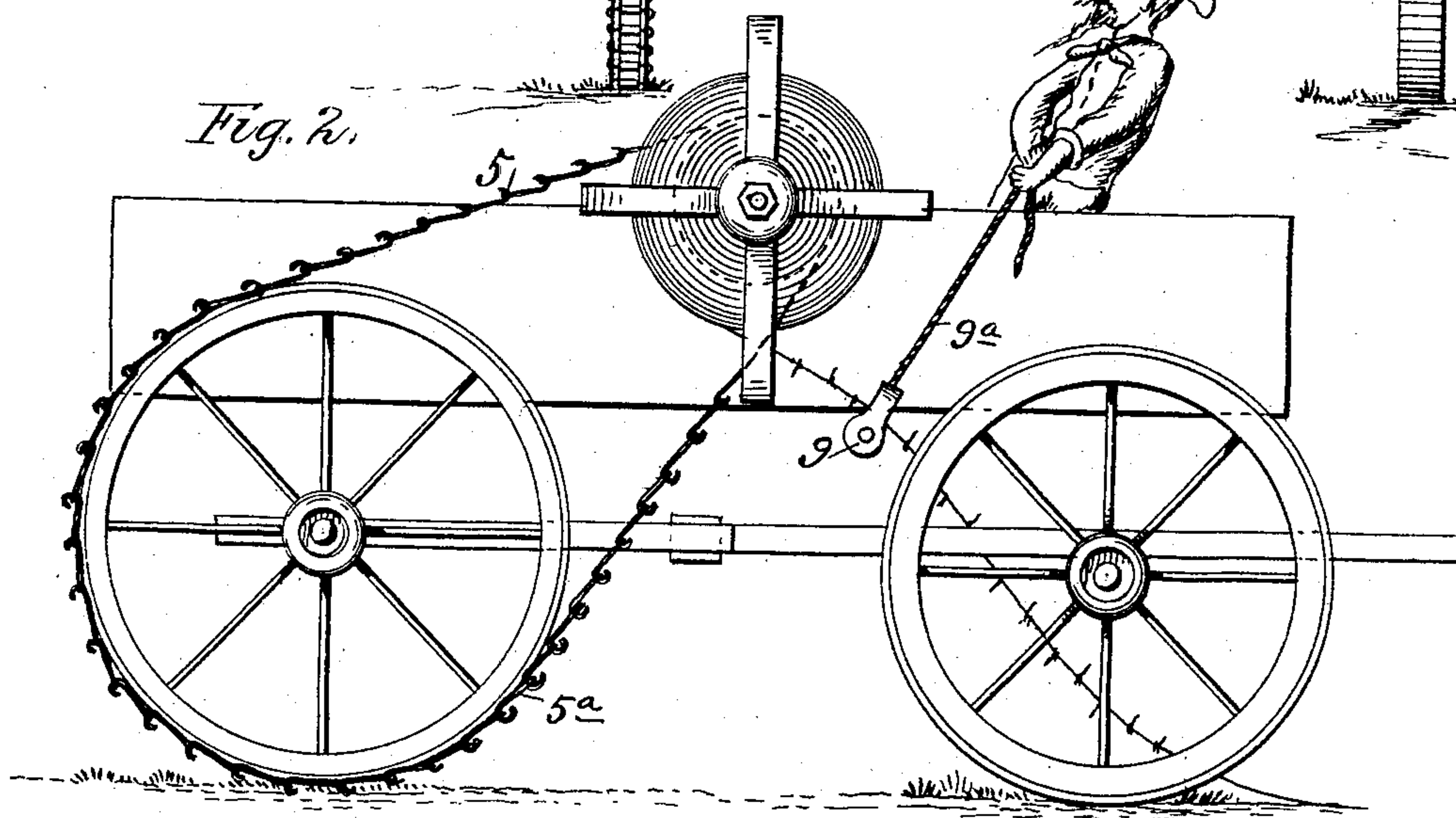


Fig. 2.

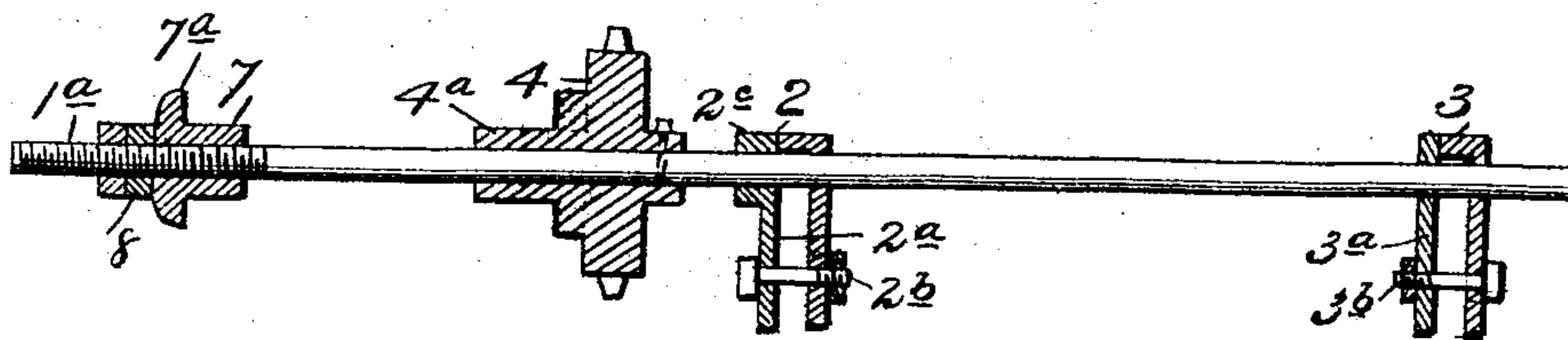


Fig. 3.

WITNESSES:

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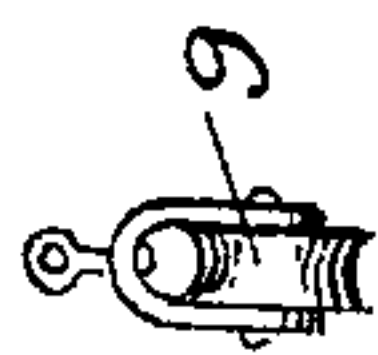
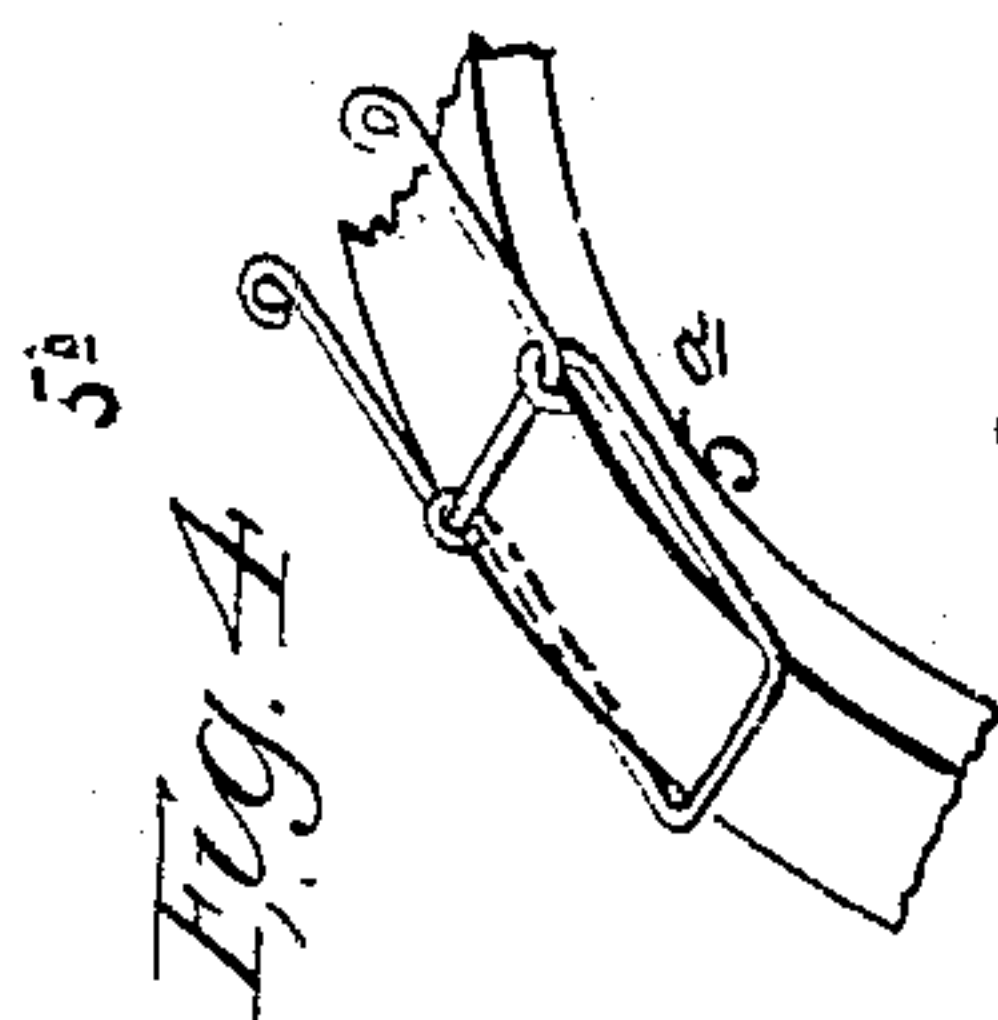
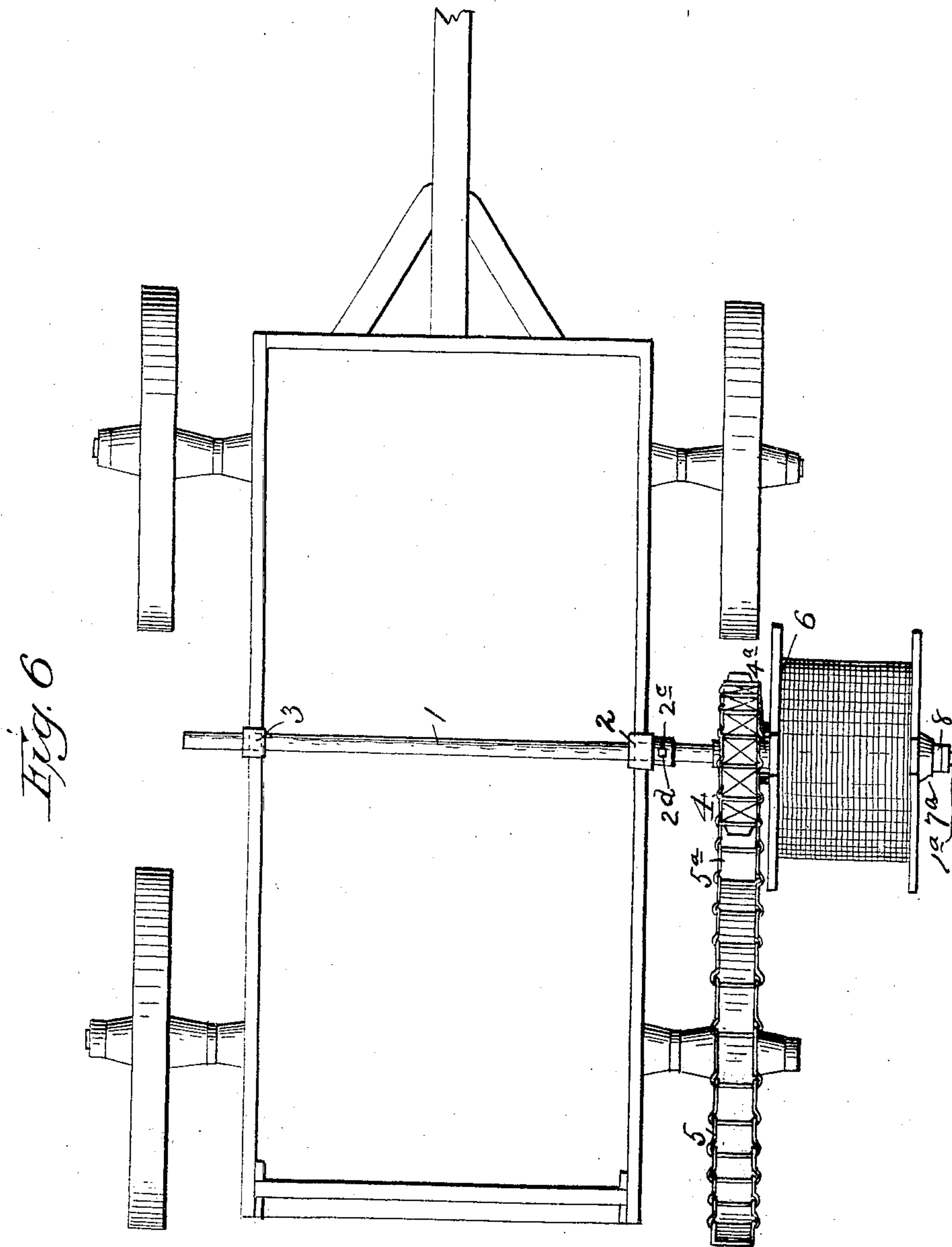
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2 SHEETS—SHEET 2.



Witnesses:
W. H. Foster
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UNITED STATES PATENT OFFICE.

KNUD K. LEROL, JR., OF AMHERST, MINNESOTA.

WIRE-REELER.

SPECIFICATION forming part of Letters Patent No. 765,089, dated July 12, 1904.

Application filed January 20, 1904. Serial No. 189,830. (No model.)

To all whom it may concern:

Be it known that I, KNUD K. LEROL, Jr., a citizen of the United States, residing at Amherst, in the county of Fillmore and State of Minnesota, have invented new and useful Improvements in Wire-Reelers, of which the following is a specification.

My invention relates to improvements in what may be termed "wire-reelers" of that class wherein the winding spool or reel receives its motion from a vehicle-wheel.

Said invention has for its object to greatly simplify the construction and operation of parts in that the action or rotation of the vehicle-wheel direct is transmitted by a belt to the spooling or winding shaft and the distributing or laying of the wire being reeled or wound upon the reel or spool is effected by the aid of a suspended pulley over which said wire passes and which is readily controlled manually.

Said invention consists of the structural features and their combination and arrangement, substantially as hereinafter more fully disclosed by the following description, and particularly pointed out by the claims concluding said description.

In the accompanying drawings, illustrating the preferred embodiment of my invention, Figure 1 is a view showing said invention as applied for use—as, for instance, in connection with a vehicle, the latter being produced in cross-section and the former in front elevation. Fig. 2 is a side elevation of the same. Fig. 3 is an enlarged detached view showing more particularly the spool or reel shaft, together with its adjunctive parts. Fig. 4 is an enlarged detailed view of a broken-away portion of the driving chain belt for the spool or reel shaft. Fig. 5 is a like view of the wire-guiding pulley, &c. Fig. 6 is a plan view of the invention.

In the carrying out of my invention I suitably mount transversely of the vehicle-body a shaft 1, securing it in position, preferably, by means of clamps 2 3 engaging said body laterally and having said shaft passing there-through. Each clamp comprises two principal members 2^a 3^a, respectively, said members being provided with suitable screw-bolts 2^b 3^b,

respectively, for holding the same to said vehicle-body sides, one member, 2^a, of one clamp 2 having preferably an enlargement or thickened portion 2^c, through which passes the shaft 1 and which is equipped with a holding-screw 2^d, adapted to engage and fix the position of said shaft, as in unreeling the wire. Said shaft extends, as at 1^a, considerably beyond one side of the vehicle-body and has sleeved thereon and fixed thereto by a pin or screw, so as to turn therewith, as presently seen, a sprocket-wheel 4, engaged by a chain belt 5, also engaging and driven by a wheel of the vehicle, as shown, which in this respect is wholly different from the way heretofore adopted for that purpose. It will be noted that the links 5^a composing the chain belt have their lateral bars 5^a terminating at one end, respectively, in eye-ended right-angled extensions or terminals 5^b, receiving the cross-bar of the successive link, as seen in Fig. 4, so as to permit them to drop laterally with relation to the vehicle-wheel upon the upward portion of the latter, thus aiding, together with the ground or traction of said wheel where said chain comes between the same and the ground, to effectively hold said belt in position upon said wheel or prevent its lateral displacement.

A reel or spool 6 is inserted upon the laterally-extending portion 1^a of the shaft 1, with its bore at one end receiving snugly an axial sleeve or journal extension 4^a of the sprocket-wheel 4, this end of said reel or spool being designed to fit closely against one side of said wheel. Screwed upon the screw-threaded end of the extension 1^a of the shaft 1 is an axial sleeve or journal 7, engaging or entering the bore of said reel or spool at its opposite end, thus uniting with the part 4^a to provide for journaling the reel in position, permitting it to revolve by the action of said sprocket-wheel, as in reeling the wire thereon. Said sleeve or journal 7 has a flange 7^a engaging laterally said spool or reel and with which flange engages a nut 8, also screwed upon the screw-threaded end of the shaft extension 1^a, holding the reel or spool sufficiently firmly against said sprocket-wheel to partake of its motion or rotation.

A pulley 9 is adapted to be held suspended by a rope or line 9^a, grasped by the operator, for the passage over it of the wire it may be desired to wind upon the spool or reel 6, the wire being received from the under side of said reel, said pulley thus being adapted by its suitable manipulation to provide for properly distributing or laying the wire laterally upon said reel or spool, as will be readily appreciated. As above arranged the parts are in position to provide for the reeling or spooling of the wire by the forward movement of the vehicle. In unreeling the wire the belt of course is unshipped or removed from the vehicle-wheel and sprocket-pinion and the holding-screw 2^d tightened, permitting the independent turning of the spool or reel as far as relates to the shaft 1 1^a as the vehicle is drawn forward and the consequent unwinding of the wire, the required tension or retardation of the rotation of said reel or spool being provided for by the frictional contact between said reel and sprocket-pinion.

What I claim is—

1. In a device of the character described, a

shaft adapted to carry a reel for winding thereon wire, a sprocket-pinion connected up with said shaft, a vehicle-wheel and a belt engaging said pinion and the periphery of said vehicle-wheel.

2. In a device of the character described, a shaft equipped with means for its attachment to a vehicle, a sprocket-pinion arranged upon said shaft and having a sleeve extension, around said shaft, an additional sleeve secured upon said shaft, a wire-winding reel also arranged upon said shaft, said sleeves serving as journals for said reel, and a driving chain belt engaging said pinion and the vehicle-wheel with the side bars of its links dropping down laterally of the rim of the last-referred-to wheel.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

KNUD K. LEROL, JR.

Witnesses:

THORE T. JOHNSON,
RANDI T. JOHNSON.