

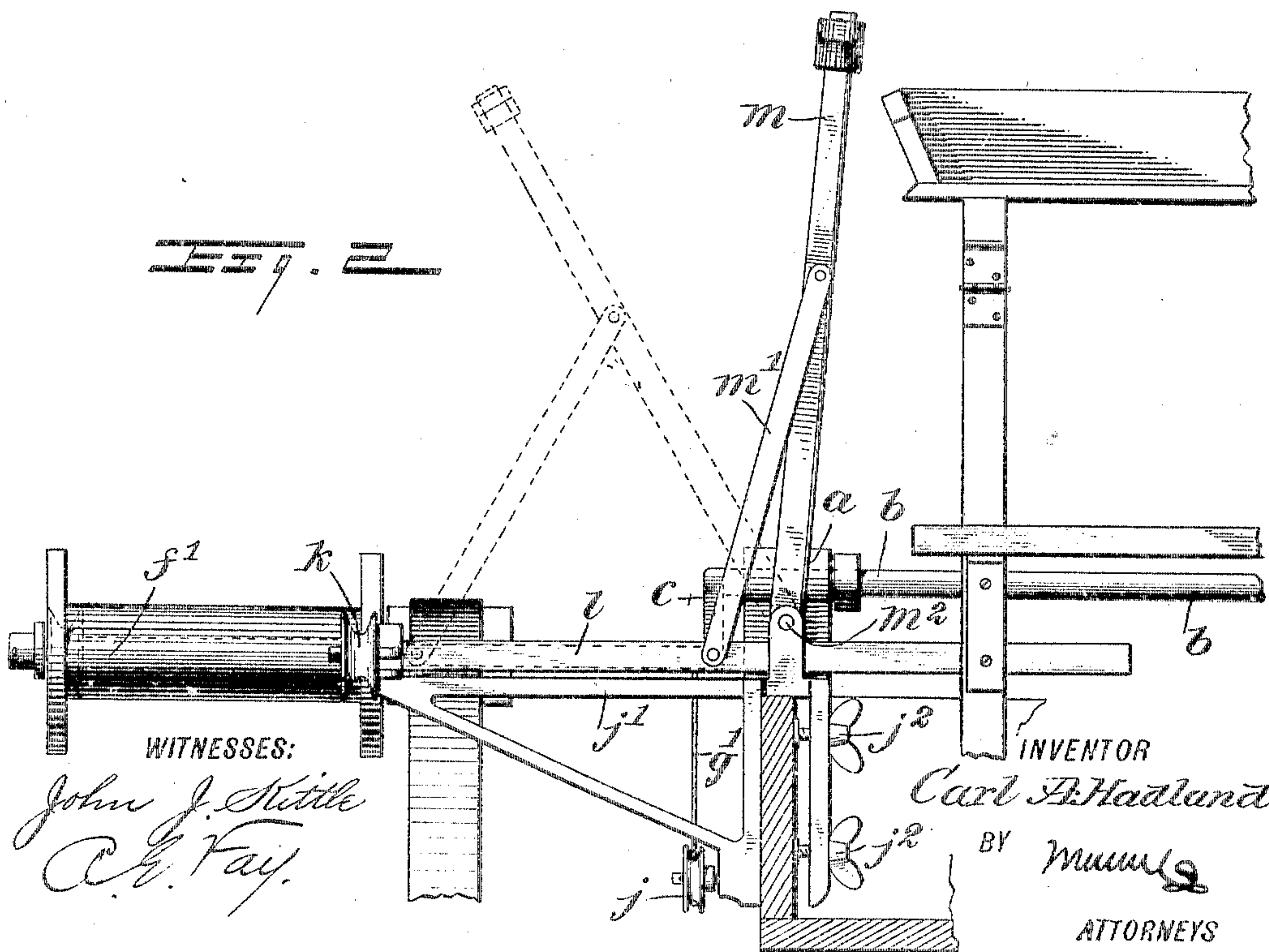
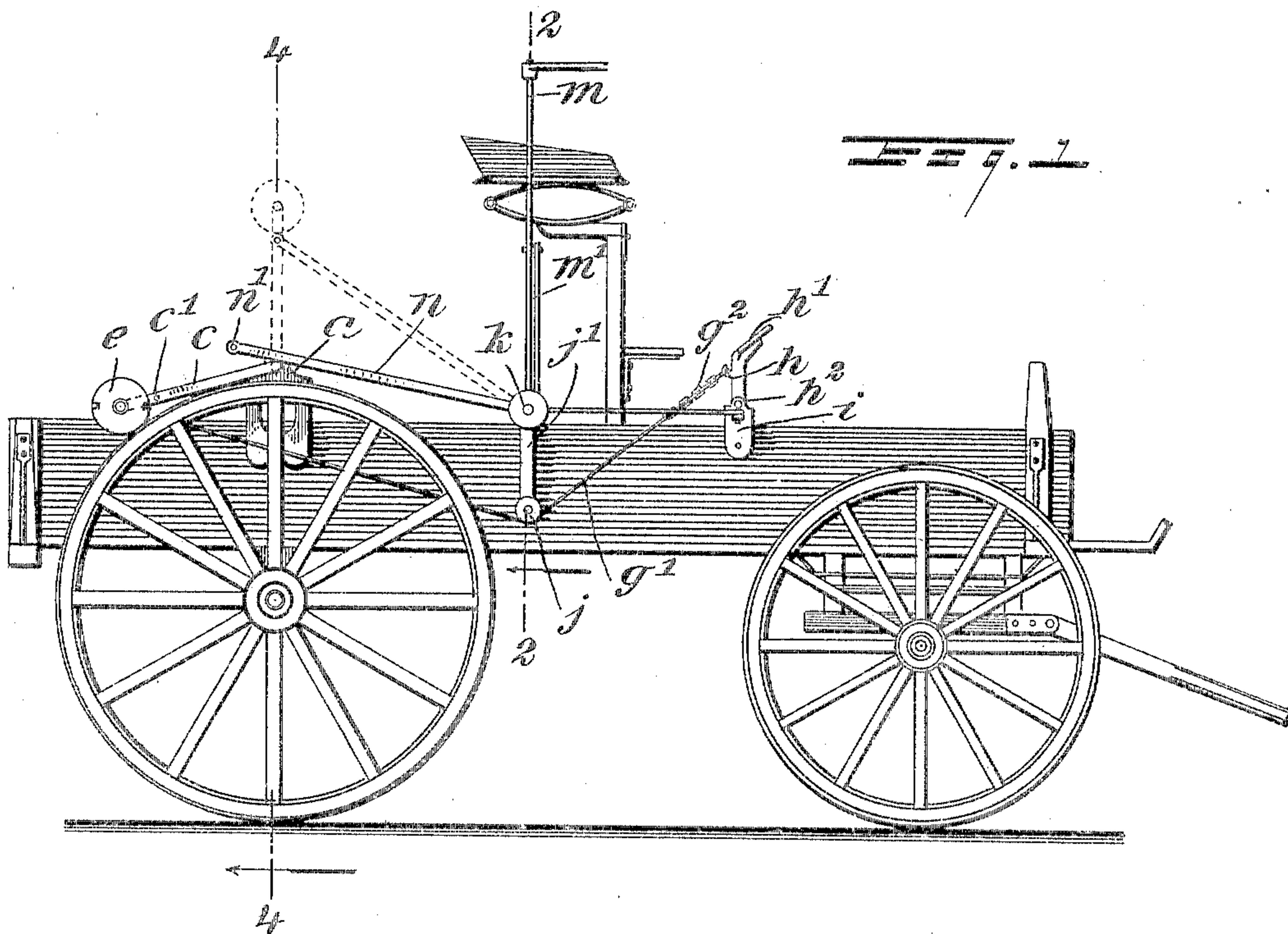
No. 794,008.

PATENTED JULY 4, 1905.

C. A. HADLAND.  
REELING DEVICE.

APPLICATION FILED DEC. 3, 1904.

3 SHEETS—SHEET 1.



WITNESSES:

John J. Kittle  
C. E. Fay.

INVENTOR

Carl A. Hadland

BY

Mumford

ATTORNEYS

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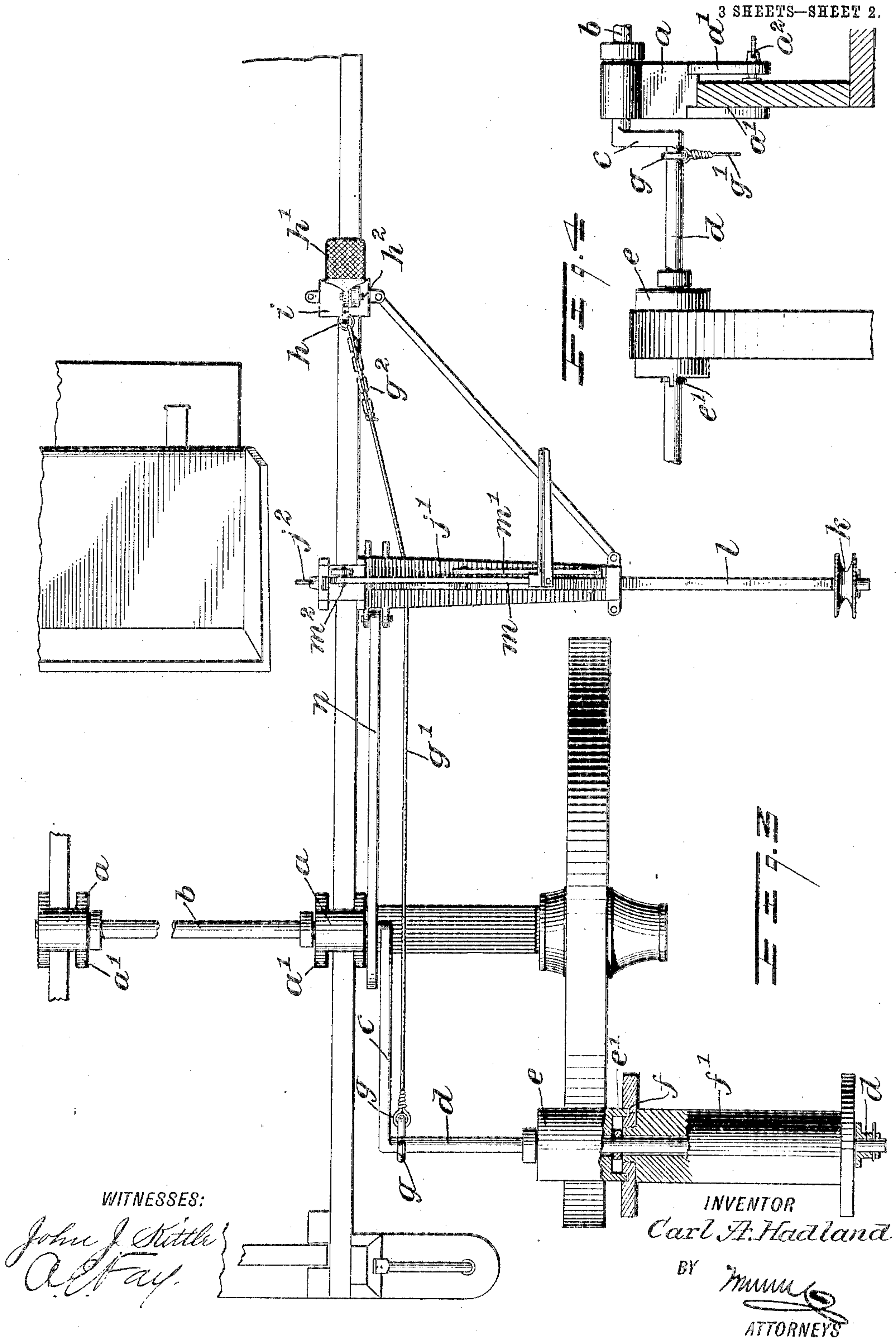


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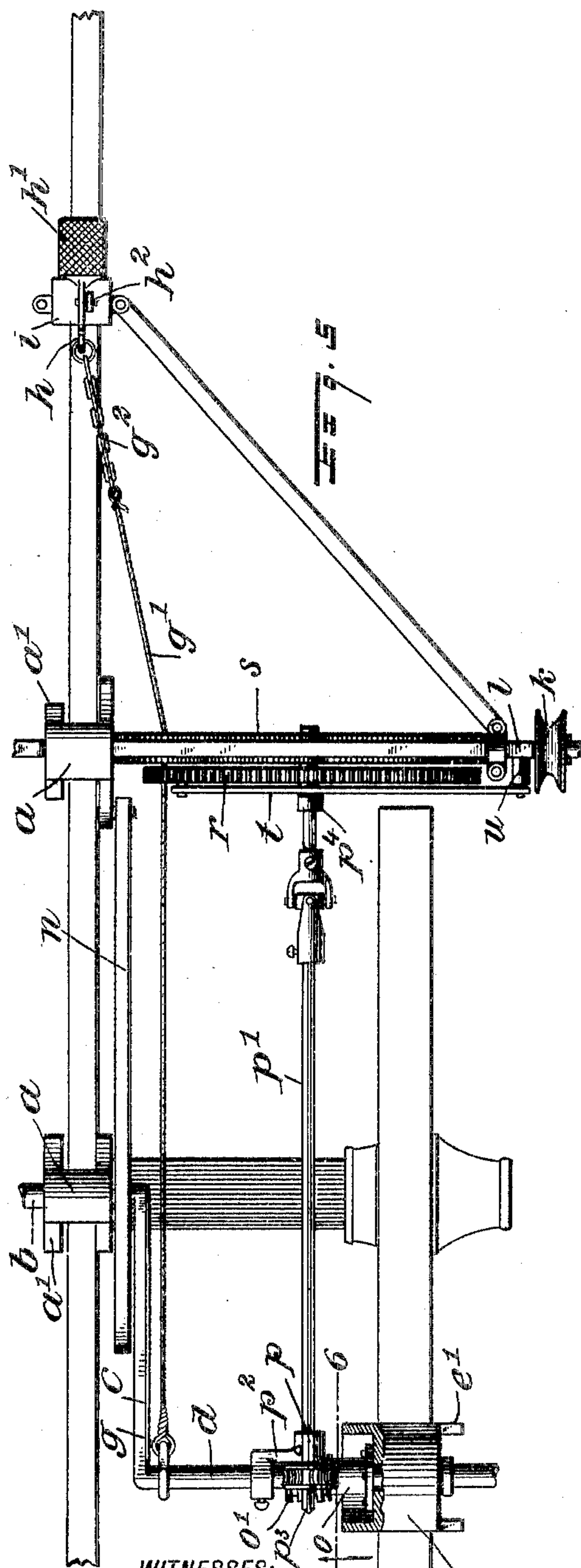
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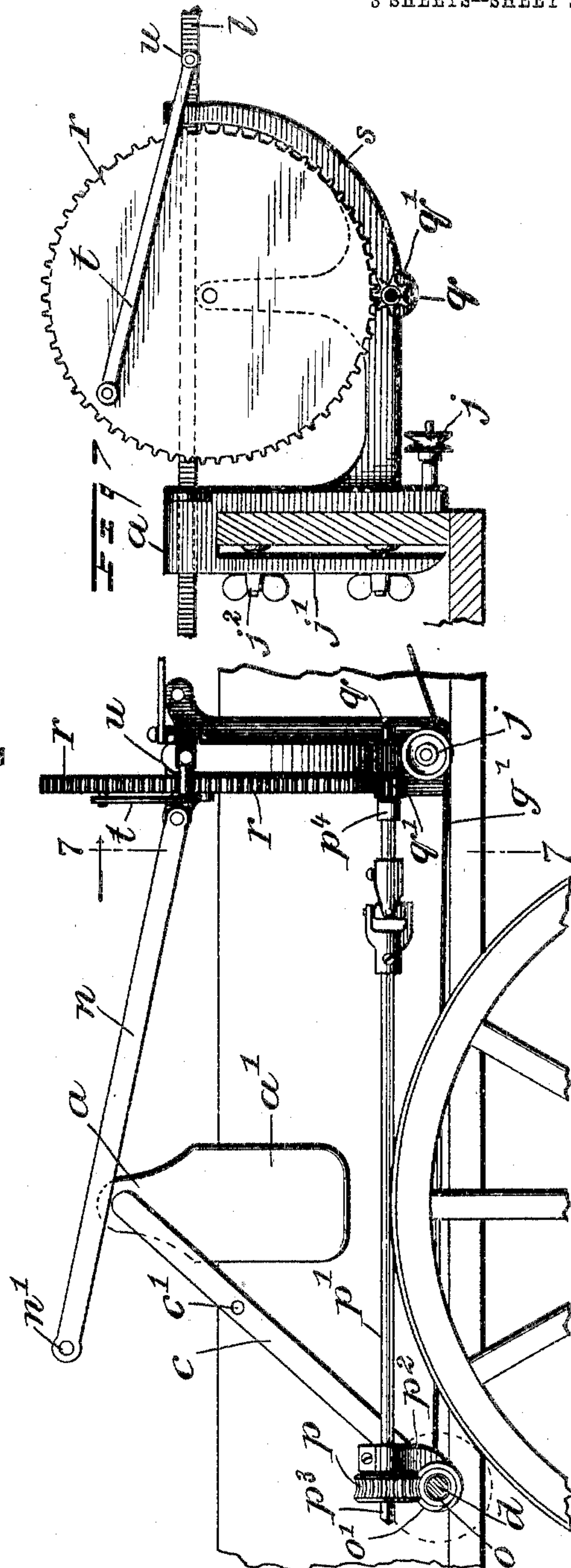
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WITNESSES:

*John J. Nittle*  
*A. E. Fay.*



INVENTOR

*Carl A. Hadland*

BY

*Wm. H. Co.*

ATTORNEYS



# UNITED STATES PATENT OFFICE.

CARL ANTON HADLAND, OF BENNINGTON TOWNSHIP, MOWER COUNTY,  
MINNESOTA.

## REELING DEVICE.

SPECIFICATION forming part of Letters Patent No. 794,008, dated July 4, 1905.

Application filed December 3, 1904. Serial No. 235,351.

*To all whom it may concern:*

Be it known that I, CARL ANTON HADLAND, a citizen of the United States, and a resident of the township of Bennington, in the county of Mower and State of Minnesota, have invented a new and Improved Reeling Device, of which the following is a full, clear, and exact description.

My invention relates to a device for reeling wire and the like, and designed to be mounted upon a wagon-body, so that the wire may be reeled or unreel as the wagon moves:

The principal objects of the invention are to provide means for removably attaching the reeling device to the body of a wagon, to provide for securing the reel in operative position or in inoperative position, and for manipulating a guide for the reel, and for operating these devices conveniently from the seat of the vehicle.

Further objects of the invention will appear in the course of the subjoined description.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a side elevation of a wagon, showing one embodiment of my invention applied thereto. Fig. 2 is a sectional view on the line 2 2 of Fig. 1 on an enlarged scale. Fig. 3 is a plan view of one side of the wagon with the attachment applied. Fig. 4 is a sectional view on the line 4 4 of Fig. 1. Fig. 5 is a plan showing a modification. Fig. 6 is a side elevation thereof, and Fig. 7 is a sectional view on the line 7 7 of Fig. 6.

It is desired to mount the reeling device upon any kind of wagon which may be convenient, and for this purpose brackets *a* are provided. These brackets are preferably provided with depending flanges *a'*, so that they may be secured upon the sides of the wagon-body by means of thumb-screws *a''* or in any other convenient manner. The brackets are placed upon the side-boards opposite each other, and a shaft *b*, extending across the wagon-body, has bearings in the two brackets, so that it may be oscillated upon its own axis.

This shaft is provided with an arm *c* and a rod *d*, upon which is mounted a roller *e*, provided with projections *e'*, which are designed to engage in depressions *f* in a reel *f'*. The roller is designed to be brought into contact with a wheel of the vehicle, and it will be readily understood that when the vehicle proceeds in either direction the roller will be rotated upon the rod, and the reel will be rotated with the roller in order to wind up or unwind the wire, according to the direction of motion of the wagon.

Means is provided for holding the roller in contact with the wheel under tension. This means, as illustrated, comprises a hook *g* and a flexible connection *g'*. This flexible connection may be in the form of a rope, chain, or cable and is preferably provided with a chain *g''* at its end, which is designed to engage with a hook *h* upon a foot-rest *h'*. The purpose of the chain is to permit the connection to be adjusted by engaging any desired link with the hook. The foot-rest is pivoted at *h''* to a bracket *i*, mounted upon the wagon. It will be readily seen that the placing of the foot of the operator upon the rest and forcing it forward about its pivot will increase the tension of the connections *e'* and add to the force with which the roller *e* presses upon the tire upon the wheel. This operation will be enhanced if a guide *j* in the form of a roller or other convenient means for guiding the connection *g'* be attached to the body of the wagon at a point below the roller *e*. This guide is shown as being supported upon a bracket *j'*, connected with the body of the wagon. This bracket is secured to the wagon by means of thumb-screws *j''* or in any other convenient manner, and, as shown in Fig. 2, it preferably extends some distance outwardly from the body, so as to support a guide *k* for the wire to be wound upon the reel. This guide is preferably in the form of a roller and is mounted upon a reciprocating bar *l*, which is supported by the bracket *j'* and operated by a lever *m* and link *m'*, pivotally connecting the lever and bar. The lever is pivoted at *m''* to the bracket *j'* or in any other way pivoted to the



body of the wagon. It will be readily observed that in order to provide for winding wire upon the reel the guide  $k$  should be gradually reciprocated in front of the reel, as shown by the full and dotted lines in Fig. 2, so as to provide for winding the wire regularly. The lever  $m$  is preferably located in a convenient position for manipulation by the operator upon the seat of the wagon.

Obviously it will be desirable to provide means for holding the roller  $e$  out of contact with the wheel when it is not desired to rotate the reel. For this purpose I have shown a rod  $n$ , pivotally attached to the bracket  $j'$  and resting on the end of the shaft  $d$ , which extends beyond the bracket  $a$ . This rod is provided with means at its free end for connection with the outer portion of the arm  $c$ . This means is represented by a hole  $n'$  in the rod  $n$  and a hole  $c'$  in the arm  $c$ , a pin being employed to connect the two parts together in the position shown in dotted lines in Fig. 1.

The operation of the device will be readily understood from the description given. When the pin passing through the holes  $n'$  and  $c'$  is disengaged from either or both of them, the arm  $c$  will be permitted to swing about the shaft  $b$  as a pivot, so that the roller  $e$  will come into contact with the tire of the wheel of the vehicle. If now the operator places his foot upon the rest  $h'$  and presses upon it, the tension on the flexible connection  $g'$  can be varied at will and the reel caused to rotate with the wheel of the vehicle. The operator can also manipulate the lever  $m$  so as to cause the guide  $k$  to reciprocate in front of the reel. When it is desired to transport the device upon the vehicle without causing the reel to rotate, the reel can be raised to its original position, as shown in dotted lines in Fig. 1, and the rod  $n$  and arm  $c$  connected by the pin in an obvious manner. The device can be placed on either side of a wagon.

It will be readily observed that a device constructed in accordance with the principle represented in my invention, whether in the forms illustrated or in any other form, will have many advantages over the reeling devices which have heretofore been devised. The several parts by which the attachment is connected to the vehicle can be readily dismounted therefrom by the operation of the thumb-screws, and the attachment can be placed upon or removed from the vehicle without the use of any tools or any complicated manipulations. Moreover, the vehicle does not have to be specially constructed for it, and after the device is manufactured it can be applied to vehicles of all makes. In other words, it will not be necessary to design a different apparatus for each different kind of vehicle. The whole device is easily operated, only one foot and one hand of the operator being required. It is also readily thrown out

of gear and can be transported upon the vehicle without taking up a great deal of room and without interfering with other uses of the vehicle.

Figs. 5, 6, and 7 show a form of my invention in which the wire is guided automatically. On the rod  $d$  is rotatably mounted a sleeve  $o$ , connected with the roller  $e$  by set-screws or the like. A worm  $o'$  or other gear is mounted on the sleeve and meshes with a gear or wheel  $p$  on a shaft  $p'$ . This shaft is mounted with a bearing in a bracket  $p''$ , located on the rod  $d$ , and is provided with a square end  $p'''$  for engaging the gear  $p$ . At the other end it has a socket  $p^4$ , with a square hole for the reception of the square end of a shaft  $q$ , which carries a pinion  $q'$ , meshing with and driving a gear  $r$ . The gear  $r$  and shaft  $q$  are journaled in an arm  $s$ , the shaft by means of a bushing. (Not shown.) The gear is connected with the reciprocating bar  $l$  by means of a rod  $t$  and projection  $u$ . It will be understood that the rotation of the roller  $e$  will cause the gear  $r$  to rotate and the bar  $l$  to reciprocate, so as to automatically guide the wire first to one end of the reel and then to the other. The shaft  $p'$  can be readily removed when the hand-feed only is desired, and the automatic feed can be placed on either side of the wagon.

While I have illustrated and described particular embodiments of my invention, it is to be understood that the invention can be constructed in many other ways and that it is not limited to the forms shown.

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

1. A reeling device comprising a movable frame, a reel mounted thereon, and means for holding the reel out of operative position, comprising a pivoted arm and a pin for connecting the arm with the frame.

2. A reeling device, comprising a movable frame, a reel mounted thereon, means for holding the reel out of operative position comprising a pivoted arm and a pin for connecting the arm with the frame, and means for holding the reel under tension in a position to be rotated by a moving surface.

3. A reeling device, comprising a movable frame, a reel mounted on the frame, and means for holding the reel under tension in a position to be rotated by a moving surface; said means comprising a flexible connection passing from a point adjacent to the reel on a line intersecting the moving surface, for operating the reel.

4. In a reeling attachment for vehicles, the combination of a pivoted rod, a roller thereon adapted to support a reel, and a flexible connection for forcing the roller into contact with a wheel of the vehicle.

5. The combination with a vehicle having a movable foot-rest, of a rod removably mounted upon the vehicle, a roller on the rod adapted to support a reel, and a flexible connection for



forcing the roller into contact with a wheel of the vehicle, said connection being connected to the foot-rest.

5 6. The combination with a vehicle having a pivoted foot-rest, of a roller having means for attaching a reel thereto, a flexible connection attached to the roller and to the foot-rest, and a guide for the flexible connection located below a line connecting the foot-rest and roller, whereby the manipulation of the foot-rest will vary the tension upon the roller.

10 7. The combination with a vehicle having a pivoted foot-rest, of brackets removably mounted upon the vehicle, a shaft having bearings in said brackets, a rod connected with said shaft, a roller mounted upon said rod, a flexible connection between said roller and the foot-rest for forcing the roller into engagement with a wheel of the vehicle, and  
20 a guide for said flexible connection located below a line connecting the foot-rest and

roller, whereby the force exerted upon the foot-rest to move it in one direction about its pivot will cause the flexible connection to exert tension upon the roller.

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8. The combination of a movable foot-rest, a roller adapted to support a reel, and a flexible connection for forcing the roller into contact with a moving object, said connection being connected with the foot-rest.

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9. The combination of a reeling-roller, a movable foot-rest, and connections for transmitting pressure from the foot-rest to the roller.

In testimony whereof I have signed my name 35 to this specification in the presence of two subscribing witnesses.

CARL ANTON HADLAND.

Witnesses:

JOHN A. SCHONSBY,

HANS C. GULLICHSON.