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A. J. DETERMANN.
REELING AND UNREELING ATTACHMENT.
APPLICATION FILED MAY 8, 1906.

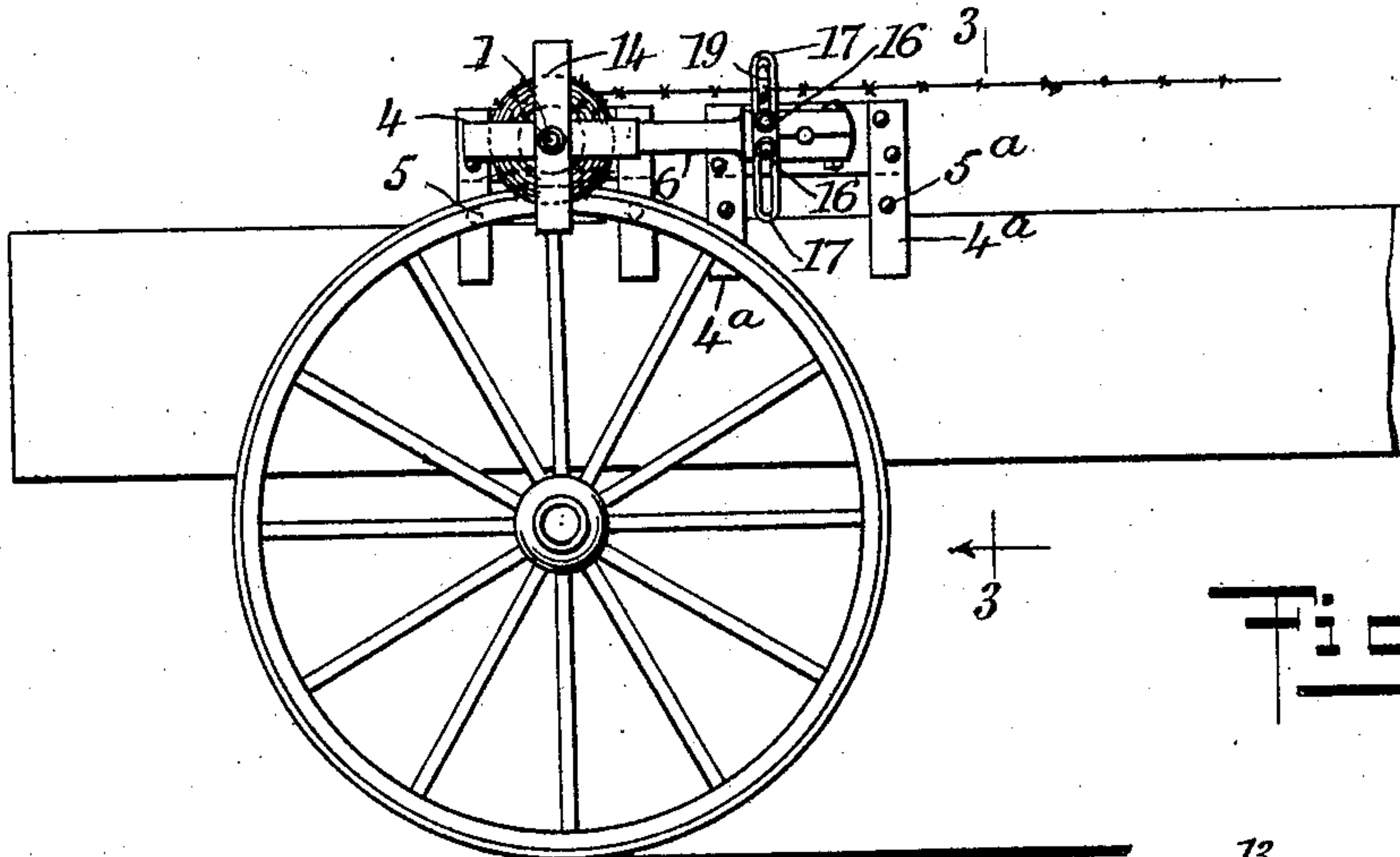


Fig. 1

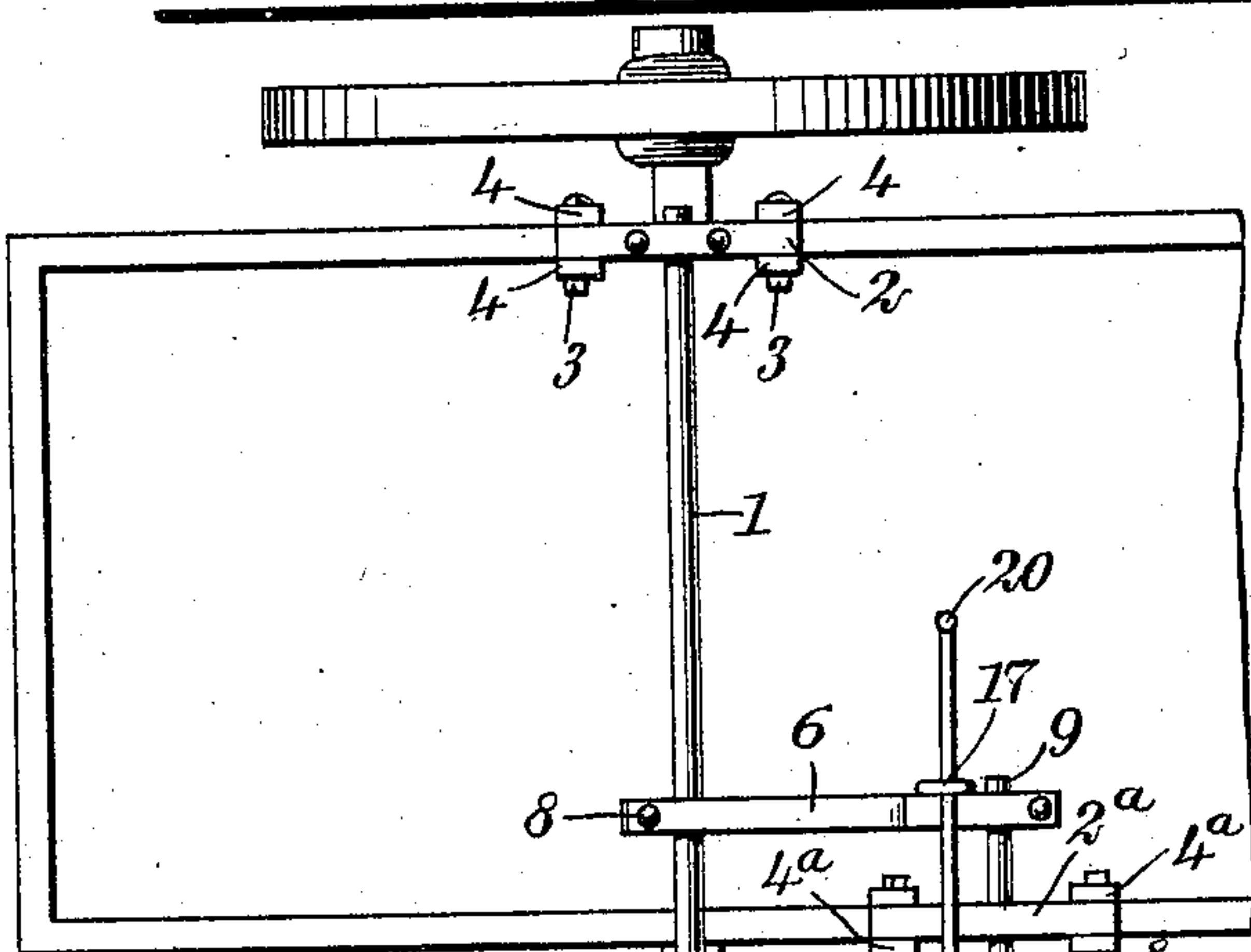


Fig. 2

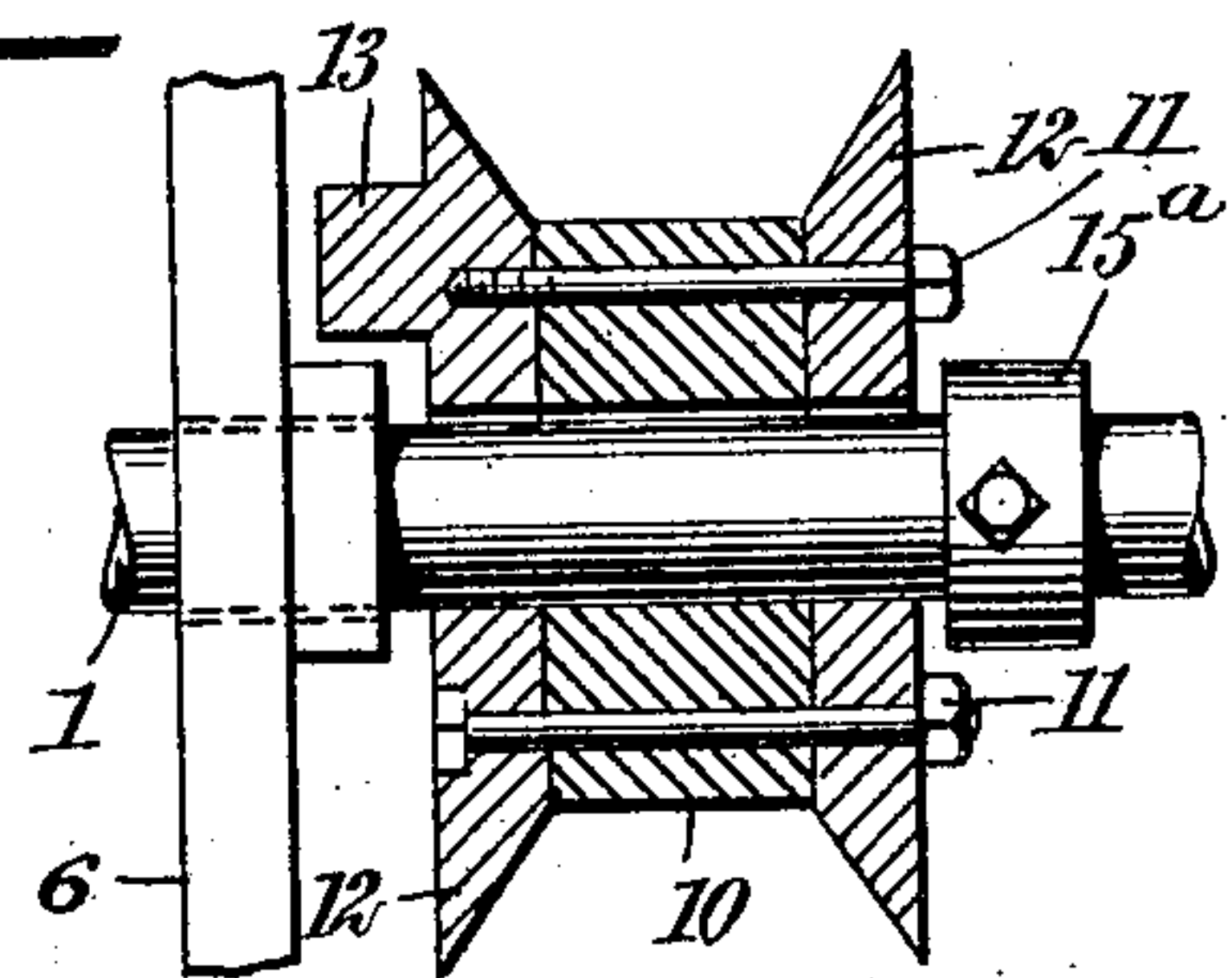


Fig. 4

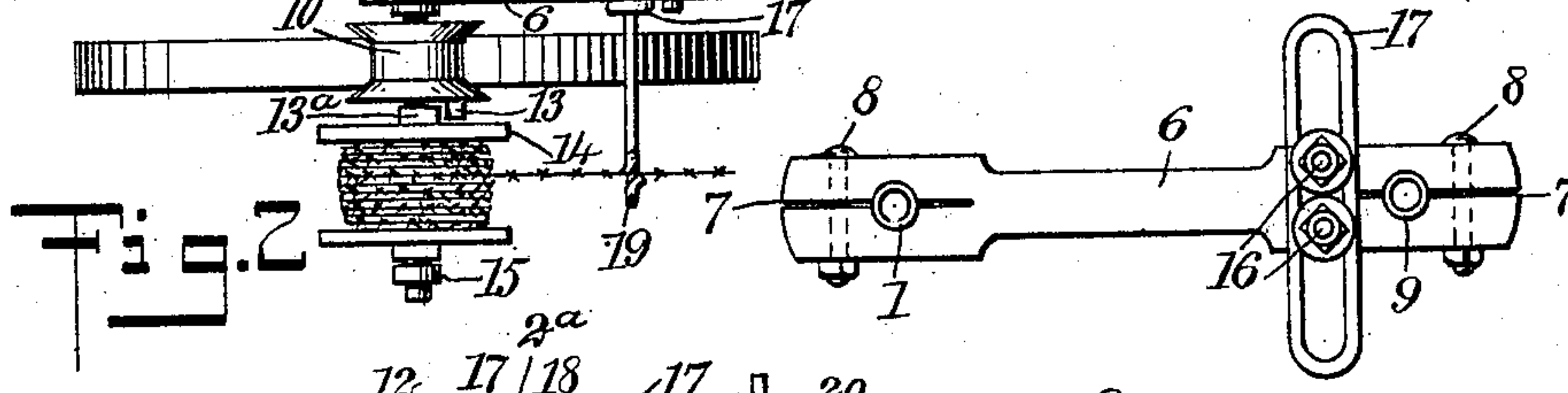


Fig. 5

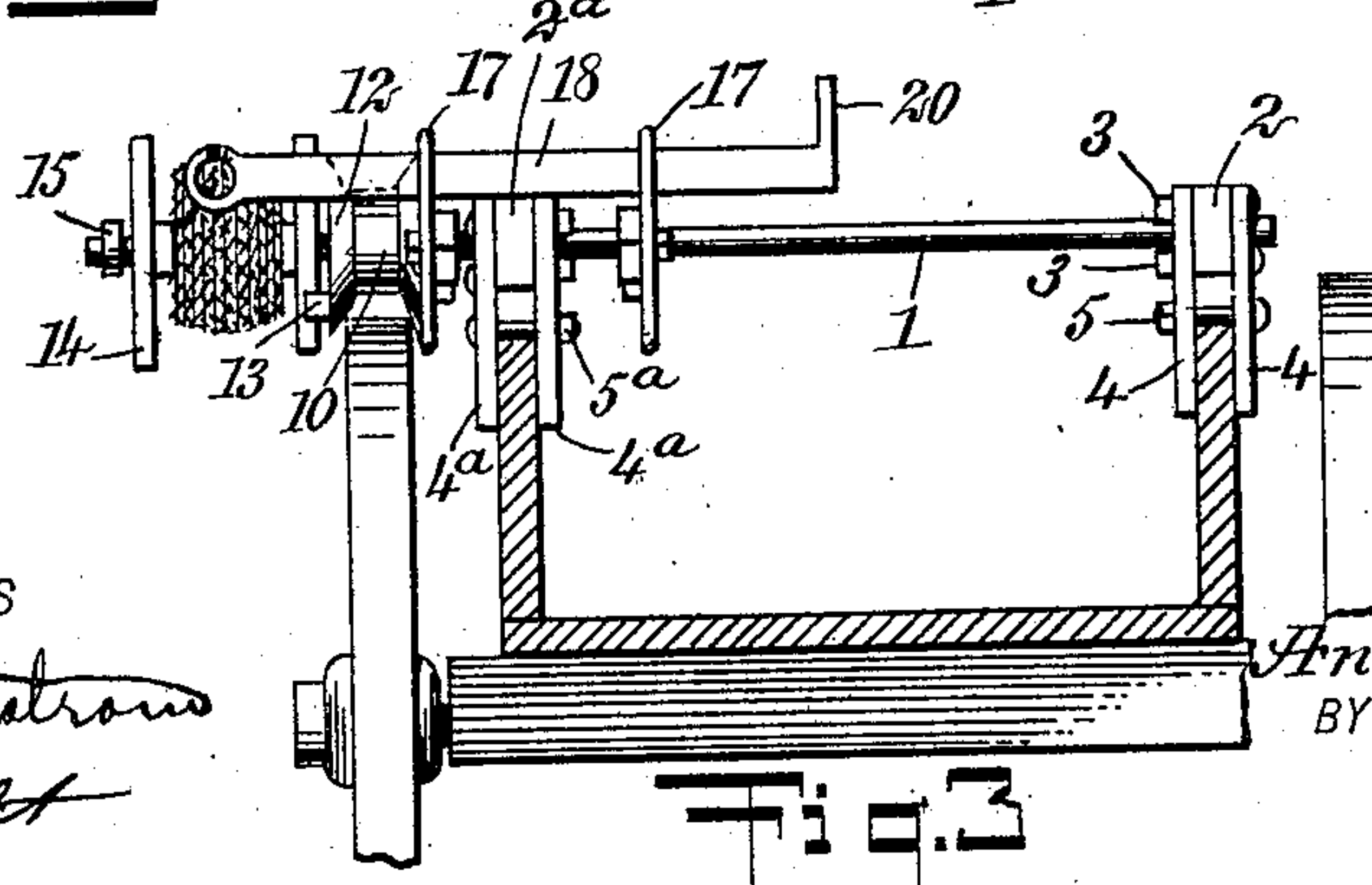


Fig. 3

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REELING AND UNREELING ATTACHMENT.

No. 844,260.

Specification of Letters Patent.

Patented Feb. 12, 1907.

Application filed May 8, 1906. Serial No. 315,767.

To all whom it may concern:

Be it known that I, ANTON JOHN DETERMANN, a citizen of the United States, and a resident of Beresford, in the county of Union and State of South Dakota, have invented a new and Improved Reeling and Unreeling Attachment, of which the following is a full, clear, and exact description.

This invention contemplates the production of a reeling and unreeling means which is to be attached to a wagon or like vehicle-bed and operated from the wheel thereof. The invention is especially adapted to the reeling and unreeling of barb-wire in constructing fences, which is difficult to perform by hand, but may be used with advantage for winding other forms of wire, particularly those employed in fence construction.

The invention consists of a shaft adapted to be clamped to a wagon-box in such a manner that no racking or straining of the box will result from the ordinary strains brought upon the shaft. Journaled on one end of the shaft at the outside of the wagon-box is an adjustable friction-wheel for engaging the wheel of the wagon and driving a reel, also journaled on the shaft. The clamping means for sustaining that end of the shaft adjacent to the friction-wheel is offset to an extent where it is provided with guiding means for the wire to properly conduct it upon the reel as the latter is rotated. This clamp and its attached guiding means are reversible about the shaft as a center in order that the wire may be conducted to or from the reel at either side of the wagon-wheel. Further, by this arrangement the whole attachment can be turned to bring the reel and friction-wheel at either side of the wagon-bed, which is an important feature of the invention.

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 the attachment as it is located on the wagon, a fragmentary view of the rear end of the wagon being shown to more clearly disclose the application of the attachment. Fig. 2 is a plan view of Fig. 1. Fig. 3 is a transverse vertical section on the line 3-3 of Fig. 1. Fig. 4 is a central sectional view of the friction-wheel; and Fig. 5 is a detail view of one of the clamping-arms, which carry the guide bar and supports

at that end of the shaft adjacent to the friction-wheel.

Referring to the drawing figures, the numeral 1 indicates a hollow shaft or pipe clamped at one end in a block 2, which is of the same thickness as the wagon sides, to which the attachment is to be applied. At each end of the block and at each side thereof are secured at right angles, by means of bolts 3, clamping-jaws 4. These clamping-jaws extend some distance below the block 2, which spaces them apart, and each opposed pair of which are adapted to be drawn together at their lower ends by bolts 5 to securely clamp them to the wagon-body.

The end of the shaft at the opposite side of the wagon-body is supported in horizontal clamping-arms 6, shown in detail in Fig. 5 and are enlarged at each end with a longitudinal kerf 7 extending therein. At an intermediate portion of each kerf is cut a circular hole, which is contracted by a bolt 8, passing through perpendicular to the kerf in each end of each arm when clamping them to the shaft 1. The opposite ends of the arms are for clamping a hollow shaft 9, extending through the circular holes in them, and upon which is journaled a block 2^a, spacing clamping-jaws 4^a apart of identical construction to the block 2 and clamping-jaws 4 at the opposite side of the wagon. These jaws are also provided with bolts 5^a for drawing the clamping-jaws 4^a together in clamping the side of the wagon, as shown.

Journaled on the shaft 1, near the outer supporting-arm 6, is a friction-wheel shown in detail in Fig. 4 and comprising a central disk 10, at each side of which is secured by bolts 11 inwardly-beveled flanges 12, one of said flanges having a projecting lug 13 at its side for engaging with a similar lug 13^a, carried by the adjacent side of a reel 14. This reel is journaled on the extreme outer end of the shaft 1 and is held from longitudinal movement therefrom, as is also the friction-wheel, by means of adjustable collars 15 and 15^a, respectively, arranged at each side of them.

For guiding the wire to and from the reel are secured adjacent to the shaft 9 on the arm 6 by means of bolts 16 perpendicular iron loops 17. These loops project the same distance at each side of the arms, which construction provides eyes, through any alining two of which may be inserted a bar 18, hav-

ing a guiding-eye 19 at its outer end in alinement with the reel 14 and a handle 20 at its opposite end over the wagon-bed, by which the guiding-eye may be adjusted or withdrawn. As shown, the guiding-eye 19 is cut radially through at one side and the ends thereof bent in opposite directions to form an inclined slot through which the wire may be inserted or retracted when desired, but will not allow of its accidental displacement.

In the operation of the attachment for constructing wire fences the friction-wheel is adjusted by placing between the flanges 12 a disk 10, adapted to the width of the tire of the wagon to which the attachment is to be applied. The device is then applied to the wagon sides, as shown in Figs. 1, 2, and 3, or it may be reversed end for end and applied so that the friction-wheel and reel will be disposed at the opposite side of the wagon. This of course is to be determined by the side of the wagon to which the fence to be strung with wire is adjacent. If the attachment is to be used for winding up the wire, it is placed on the side of the wagon adjacent to the fence with the guiding means forward of the wheel, as shown. The wire is then passed through the guiding-eye 19 and fastened to the disk 10 of the reel. By now moving the wagon forward the friction-wheel through the frictional contact with the wagon-wheel is driven to the left, engaging the lugs 13 and 13^a, thereby rotating the reel in the same direction and winding the wire upon it. When desired to unreel the wire, the wagon is turned around and the clamping-jaws 4 and 4^a are released from the wagon sides and the attachment turned end for end. The wire from the reel will then be directed to the rear of the wagon, and when the latter is driven forward it will pass off the reel. The wire to the reel can be guided forward or rearward of the wagon at either side thereof, as desired, by revolving the supporting-arms 6 one hundred and eighty degrees about the shaft 1, and also the attached clamp a like number of degrees on the shaft 9, and reversing the guide-bar 18 to occupy the eyes of the loops 17 at the other side of the arms. This is an important feature of the invention, by which one is enabled to direct the wire either forward or rearward of the wagon or at either side thereof.

The precise embodiment of my invention is not material, provided its essential characteristics are employed as pointed out in the annexed claims.

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

1. In a device of the character described, in combination, a shaft, clamping means for attaching the shaft to a wagon-body at one end thereof, clamping-arms for clamping the shaft at the opposite end thereof, a second

shaft adapted to be clamped at the opposite ends of the arms, a clamp journaled on said second shaft adapted to be clamped to the wagon-body, loops secured to each of the arms adjacent to said second shaft providing alining eyes at each side of the arms, a guiding-bar for engaging the alining eyes of the loops, an eye at one end of the guiding-bar for directing the wire, a reel journaled on the first-named shaft alining with the guiding-eye, and a friction-wheel journaled on the same shaft and carrying means for driving it, for the purpose described.

2. In a device of the character described, in combination, a shaft, a reel, and a friction-wheel journaled adjacent to each other, a clamp secured to the opposite end of the shaft comprising a block with jaws secured at each end and each side of the block, means carried by the jaws for springing them together, a like clamping means journaled in a second shaft spaced from the first, clamping-arms clamping each shaft at each side of the last-named clamping means, and guiding means supported by said arms for guiding wires to or from the reel.

3. In a device of the character described, in combination, a shaft, a reel, and a friction-wheel journaled adjacent to each other on the shaft, clamping means carried at the opposite end of the shaft, supporting-arms clamped to the shaft adjacent to the friction-wheel, a second clamp adapted to be attached to the wagon-body supporting the free ends of the arms, guide-loops secured to the arms, a guide-bar engaging with the guide-loops, a guiding-eye in alinement with the reel at one end of the guiding-bar, and an inclined slot in the guiding-eye, for the purpose described.

4. In a device of the character described, in combination, a shaft, clamping means for attaching one end of the shaft to a wagon-body, a reel, and a friction-wheel journaled at the opposite end of the shaft, supporting-arms extending from the shaft, a second shaft secured in the clamping-arms, clamping means journaled on said second shaft, and guiding means for the reel carried by the supporting-arms whereby the arms may be turned about the first-named shaft as a center and the clamp revolved on said second shaft for disposing the guiding means at either side of the reel.

5. In a device of the character described, in combination, a shaft, a reel, and a friction-wheel adjacent to each other on the shaft, a clamp secured to the opposite end of the shaft, supporting-arms carrying a clamp for sustaining the shaft adjacent to the reel, guiding means carried by the supporting-arms and means whereby the guiding means may be disposed at either side of the reel.

6. In a device of the character described, in combination, a shaft, reeling means and

means adapted to drive the reeling means
from the wheel of a vehicle carried on said
shaft, a horizontal arm adapted to be sup-
ported at one end from the vehicle and sus-
5 taining the shaft at its opposite end, and
guiding means carried by said arm for the
purpose described.

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

ANTON JOHN DETERMANN.

Witnesses:

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G. E. DAVIS.