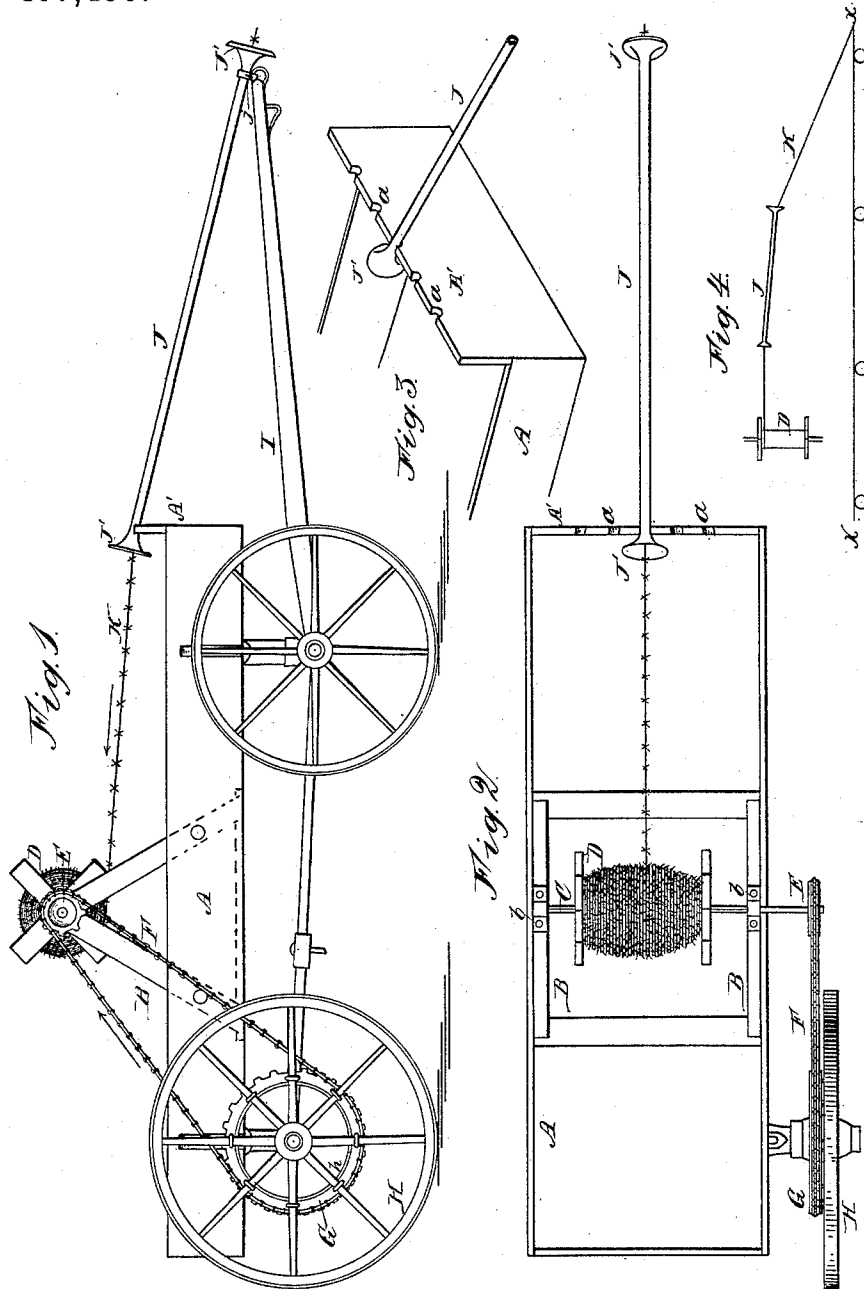


(No Model.)

R. S. DICKINSON.
FENCE WIRE REEL.

No. 467,498.

Patented Jan. 26, 1892.



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UNITED STATES PATENT OFFICE.

RICHARD S. DICKINSON, OF COLUMBUS, NEBRASKA.

FENCE-WIRE REEL.

SPECIFICATION forming part of Letters Patent No. 467,498, dated January 26, 1892.

Application filed March 26, 1891. Serial No. 386,454. (No model.)

To all whom it may concern:

Be it known that I, RICHARD S. DICKINSON, a citizen of the United States, residing at Columbus, in the county of Platte and State of Nebraska, have invented certain new and useful Improvements in Fence-Wire Reels; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to

which it appertains to make and use the same. The object of this invention is to provide means for automatically reeling the wire detached from fence-posts; and the invention consists in the construction, combination, and arrangement of devices for this purpose, as hereinafter fully set forth and claimed.

In the accompanying drawings, forming a part of this specification, Figure 1 is a side elevation of a device embodying my invention. Fig. 2 is a plan view of the same. Fig. 3 is a perspective view showing the arrangement of the guide-tube and the support for the same at the front end of a wagon, and Fig. 4 is an ideal representation of the relative position of the parts with respect to the fence.

Similar letters of reference indicate corresponding parts.

In the rebuilding or repairing of barb-wire fences it is commonly a matter of considerable trouble to dispose of the old wire, either for the purpose simply of removing the same or of using it in the construction of other fence. This invention is designed to provide a simple and inexpensive device adapted to reel the wire up by horse-power.

Referring now to the drawings, A represents the box of an ordinary wagon, to which are attached, as by bolting, two standards B B. These standards are provided with suitable boxes *b b*, and in these is mounted a shaft C, preferably square, except where its bearings turn in the boxes, so as to turn the reel D, which for this purpose should be provided with square holes for the shaft in a common and well-known way.

On one end of the shaft is mounted a sprocket-wheel E, which communicates by a chain belt F with another and larger sprocket-wheel G, attached to one of the rear wheels H of the wagon by suitable bolts or clips *h h*.

From the front end of the wagon-box to or beyond the forward end of the tongue I ex-

tends a tubular wire-guide J, having bell-mouths *J' J'*. This tube, it will be understood, passes between the horses. The front end is suitably fastened to the wagon-tongue, as by a simple strap *j*. The rear end rests in notches *a a* in the upper edge of the front end-board A', and may be shifted to the one side or the other, according to the requirements of the reel as it fills up.

The relative position of the parts is represented in Fig. 4. The line *x x* indicates the fence from which the wire is detached. In reeling up the wire it is to be understood that the wagon is driven alongside the fence and as close to it as convenient. The wire K enters the tube J at an angle, as indicated, and passes thence to the reel as determined by the relative angle of the said tube. By the forward movement of the wagon motion is transmitted by means of the sprocket-wheels and the chain belt to the reel, and the wire is reeled as fast as the wagon moves forward.

It will be understood that the reel should be geared with respect to the wheel H, so that the amount of wire reeled will coincide with the distance passed over by the driving-wheel and at the commencement of reeling. As the diameter of the coil of wire on the reel increases the wire is either reeled up faster than the forward movement of the wagon or else the driving-wheel slips a little on the ground, as it may do without detriment to the operativeness of the device. In case the wire is connected with the posts in advance of the wagon the latter effect will be produced; but if the wire is all detached from the posts, it may be drawn backward along the ground as the reel increases in size or, to speak exactly, the coil of wire on the reel.

By this device the power of horses is utilized for coiling up the wire, the only care of the operator being to guide the team and change the position of the inner end of the tubular guide from time to time, so as to cause the wire to wind up evenly on the reel.

Having thus described my invention, what I claim is—

In a fence-wire-reeling device, the combination of the reel D, having a sprocket-wheel attached to its shaft, standards B B, on which said reel is revolubly mounted, the driving-wheel H, provided with a sprocket-wheel G,

chain belt F, connecting said sprocket-wheels,
the bell-mouthed tubular guide J, connected
at one end to the forward end of the vehicle-
tongue and the other end resting on the front
5 end-board of said vehicle, and a vehicle-body
having notches in its front end-board to hold
said tubular guide.

In testimony whereof I affix my signature in
presence of two witnesses.

RICHARD S. DICKINSON.

Witnesses:

I. L. ALBERT,
J. M. GONDRING.