(No Model.)

D. A. ROBERTS.

PORTABLE WIRE REEL.

No. 327,196. Patented Sept. 29, 1885.

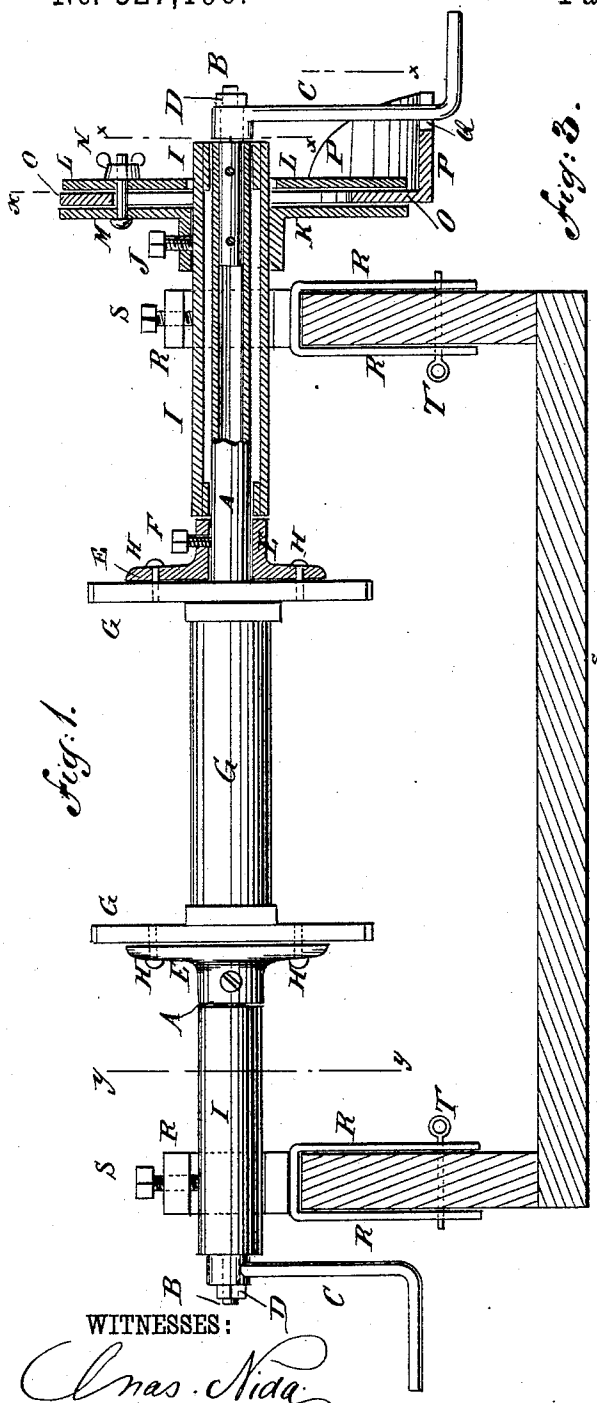


Fig. 1.

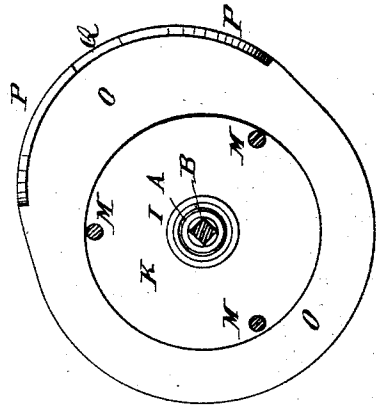


Fig. 3.

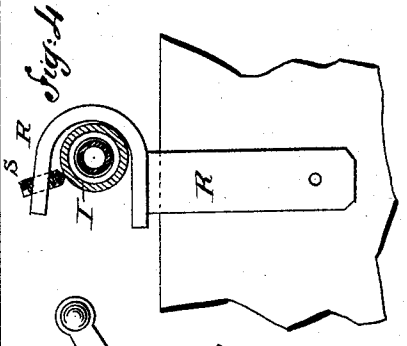


Fig. 4.

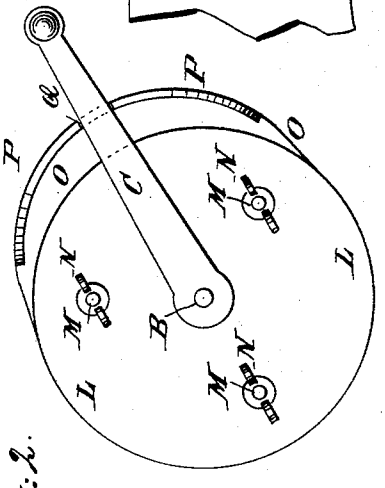


Fig. 2.

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UNITED STATES PATENT OFFICE.

DAVID A. ROBERTS, OF CRESTON, ILLINOIS.

PORTABLE WIRE-REEL.

SPECIFICATION forming part of Letters Patent No. 327,196, dated September 29, 1885.

Application filed May 29, 1885. (No model.)

To all whom it may concern:

Be it known that I, DAVID ARTHUR ROBERTS, of Creston, in the county of Ogle and State of Illinois, have invented a new and useful Improvement in Portable Wire-Reels, of which the following is a full, clear, and exact description.

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

Figure 1 is a front elevation, partly in section, of one of my improved portable wire-reels shown as applied to a wagon-box. Fig. 2 is an end elevation of the same. Fig. 3 is a sectional end elevation of the same, taken through the line *x x x x*, Fig. 1. Fig. 4 is a sectional end elevation of the same, taken through the line *y y*, Fig. 1, and showing a part of a wagon-box.

The object of this invention is to improve the construction of the portable wire-reels for which Letters Patent were allowed April 2, 1885, in such a manner that any desired tautness can be given to the wire as it is drawn from the reels.

A further object of the invention is to provide the reels with attachments by the use of which the said reels can be readily and securely attached to the boxes of wagons or other vehicles.

The invention consists in the construction and combination of various parts of the reel, as will be hereinafter fully described, and then pointed out in the claims.

A represents a tubular shaft, to the ends of which or to stems B, secured in said ends, are detachably attached cranks C, kept in place by nuts D, screwed upon the said ends or stems.

Upon the shaft A, upon the opposite sides of and equally distant from its center, are secured two flanged collars, E, one of which is permanently secured to the said shaft A by means of screws or rivets. The other flanged collar E is loose upon the shaft A, and is secured in place by a set-screw, F, passing through the hub of the said collar and resting against the side of the said shaft.

The flanged collars E are placed at such a distance apart as to receive between them one of the spools G, upon which fence-wires are wound when sent to market.

The spool G is secured to the flanged collars E by nails or pins H, so that the said spool will be revolved by and with the collars E and shaft A.

Upon the end parts of the shaft A, between the collars E and cranks C, are placed sleeves I, which may have bearing-boxes in their ends to lessen the friction, and which are designed to serve as handles in holding and carrying the reel, and as guards to prevent the clothes of the operators from being injured by the revolving shaft A. With this construction the collar secured by the set-screw and the sleeve and crank at that end of the shaft can be readily detached to allow a spool to be put on or taken off, as may be required.

The reel can be carried and operated by two men, who grasp the sleeves I with one hand and the cranks C with their other hands, so that they can turn the reel while carrying it; or the reel can be carried by straps passing around the sleeves I and over the shoulders of the men.

To one of the sleeves I, near its outer end, is secured, by a set-screw, J, or other suitable means, a flanged collar, K, to the flange of which is secured an annular disk, L, by three or more bolts, M, passed through the said flange and disk at equal distances from the axis of the said sleeve I, and having hand-nuts N screwed upon their ends.

Between the flange of the collar K and the disk L is placed an annular disk, O, the inner edge of which rests and revolves upon the bolts M, or upon an annular shoulder formed upon the said flange. The annular disk O at one side projects beyond the edges of the flange of the collar K and the disk L, and upon the edge of the said projecting part is formed a laterally-projecting flange, P.

The flange P is tapered from its middle part to its ends, and in the outer edge of the said middle part is formed a recess, Q, to receive the crank C, as shown in Figs. 1 and 2, so that the said crank will carry the disk O with it in its revolution. With this construction, by tightening or loosening the nuts N of the bolts

M, the disk O will be put under more or less friction, so that any desired tautness can be given to the wire as it runs off the spool G.

To the sleeves I are secured hooks R by means of set-screws S, which pass through the end parts of the said hooks and rest against the sides of the said sleeves, as shown in Figs. 1 and 4, so that the said sleeves will be held stationary.

The shanks of the hooks R are forked to receive the edges of the side-boards of a farm-wagon or other vehicle, and are perforated to receive the pins T, that secure the said hooks to the said side-boards detachably, so that the reel can be readily applied to and detached from the vehicle.

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

1. In a portable wire-reel, the combination, with the sleeves I, the shaft A, carrying the spool G, and the crank C, of the flanged collar K, the annular clamping-disk L, the bolts and nuts M N, and the rotating disk O, having recessed flange P, substantially as herein shown and described, whereby a frictional resistance can be opposed to the revolution of the spool-shaft and crank, to regulate the tautness of the wire as it is drawn off the said spool, as set forth.

2. In a portable wire-reel, the combination, with the sleeves I, placed upon the shaft A, carrying the spool G, of the hooks R, provided with set-screws S, for securing the said hooks to the said sleeves, and having forked shanks to receive the side-boards of a vehicle, substantially as herein shown and described, whereby the said wire-reel can be readily secured to a vehicle, as set forth.

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Witnesses:
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