

No. 637,451.

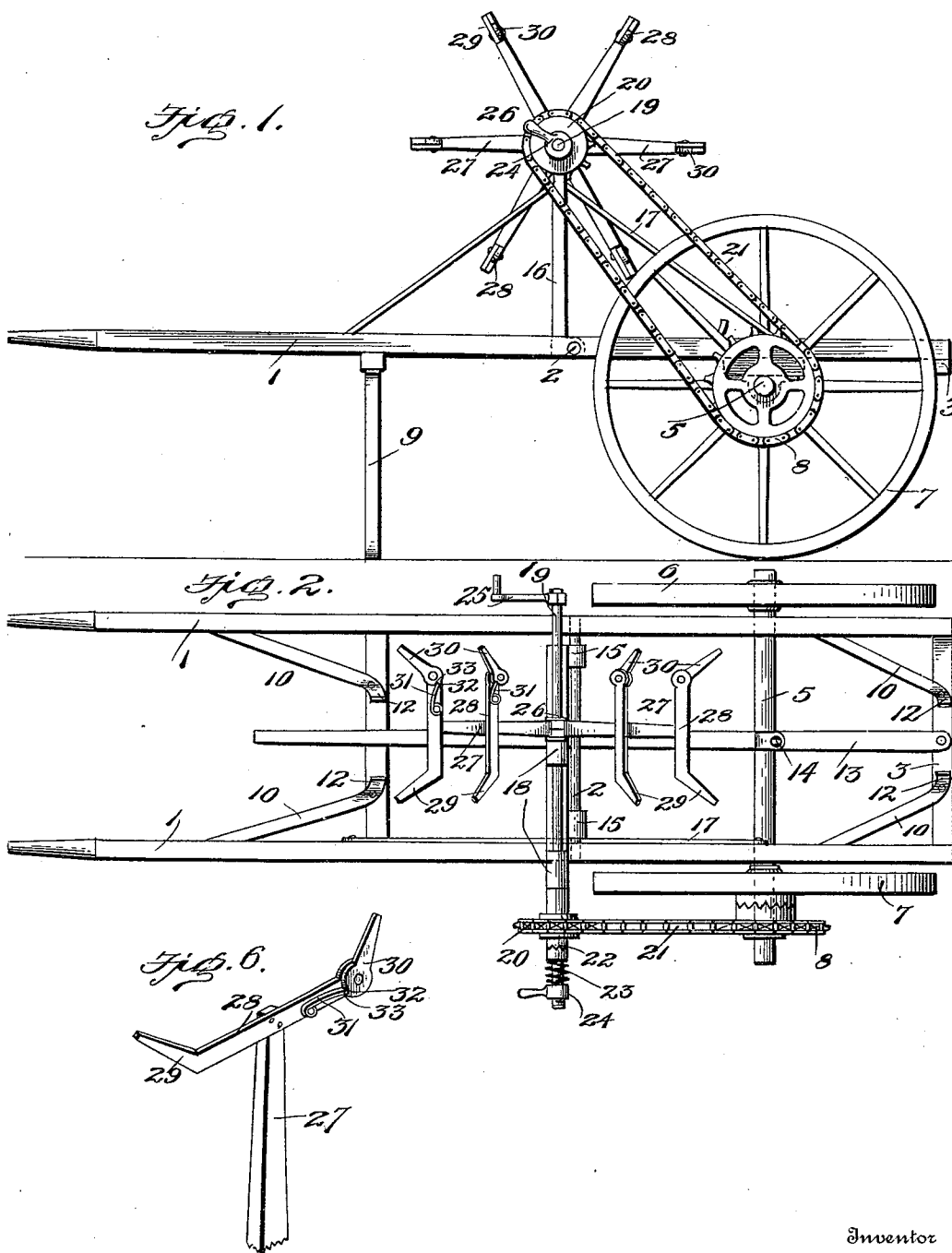
Patented Nov. 21, 1899.

E. C. FAHRMEIER.
BARBED WIRE REEL.

(Application filed Aug. 24, 1899.)

(No Model.)

2 Sheets—Sheet 1.



Witnesses
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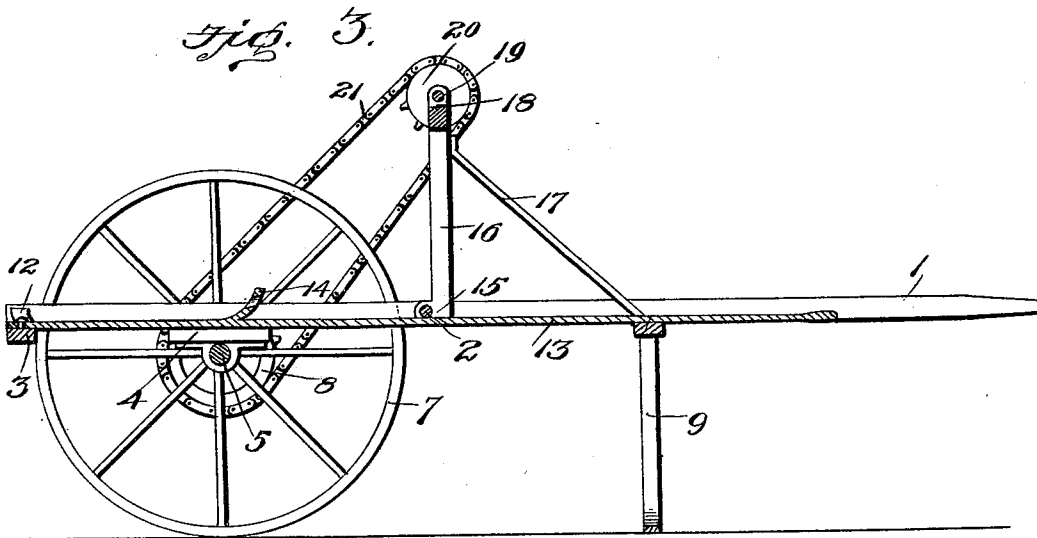
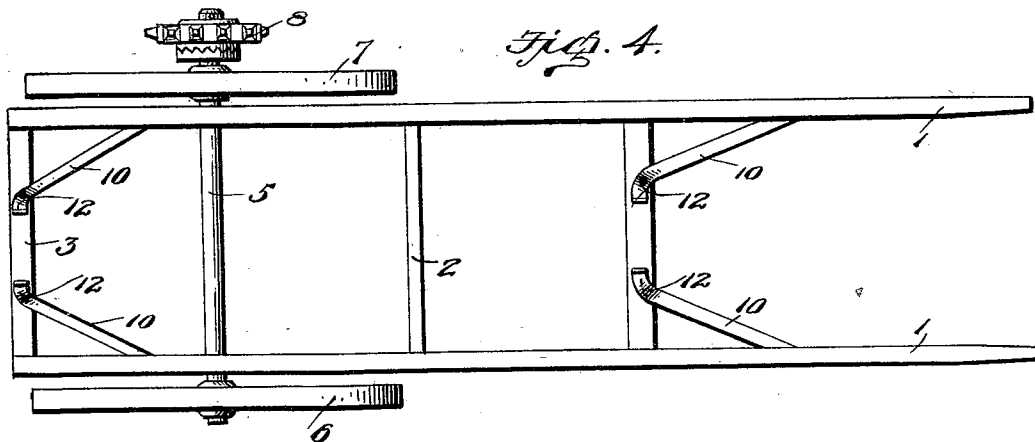
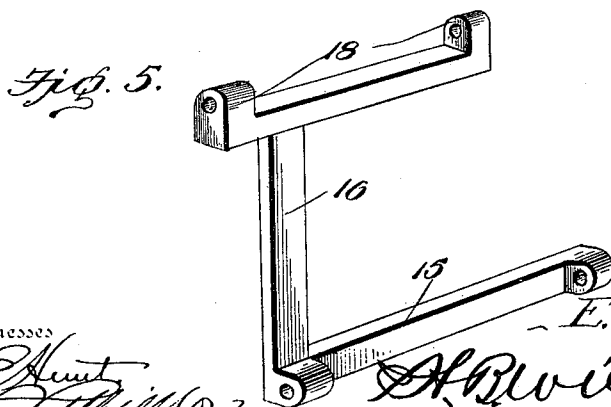
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UNITED STATES PATENT OFFICE.

ERNST C. FAHRMEIER, OF BERGER, MISSOURI.

BARBED-WIRE REEL.

SPECIFICATION forming part of Letters Patent No. 637,451, dated November 21, 1899.

Application filed August 24, 1899. Serial No. 728,359. (No model.)

To all whom it may concern:

Be it known that I, ERNST C. FAHRMEIER, a citizen of the United States, residing at Berger, in the county of Franklin and State of Missouri, have invented certain new and useful Improvements in Barbed-Wire Reels; and I do 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.

My invention relates to barb-wire reels such as are employed in building barb-wire fences and also in reeling up the wire when removing a fence and reeling the wire off again in rebuilding the fence at a different point; and the object is to provide a reel and a carriage therefor for conveniently carrying out these operations, and the whole so arranged that the reel, with or without the wire on it, may be removed and the carriage used as a truck for transporting about the farm.

To these ends the invention consists in the construction, combination, and arrangement of the several elements of the device, as will be hereinafter more fully and particularly pointed out in the claim.

In the accompanying drawings the same reference characters indicate the same parts of the invention.

Figure 1 is a side elevation of my improved barb-wire reel with the reel mounted on the carriage. Fig. 2 is a top plan view of the same. Fig. 3 is a longitudinal central section. Fig. 4 is a top plan view of the carriage with the reel removed, so that the former may be used for transporting barrels, boxes, and the like. Fig. 5 is a detail view of the reel-supporting standard. Fig. 6 is a similar view of one of the arms of the reel.

1 1 denote the parallel handles, connected by the cross-braces 2 and 3.

4 4 denote the axle-bolsters, fixed to the handles and to which the axle 5 is secured by the usual clips.

6 and 7 denote the carrying-wheels, loosely journaled on the axle, the wheel 7 being provided with a clutch connecting it with a sprocket-wheel 8, so that the latter may be thrown in and out of gear with the wheel at will.

9 denotes the stand-post to support the cart

or carriage in an upright position when at rest.

10 10 denote diagonal braces which connect the meeting portions of the handle-bars and cross-braces, and the inner ends of these diagonal braces 10 are turned upwardly, as shown, to form the guides 12 12, which constitute a cradle to hold a barrel when the truck is used for this purpose.

13 denotes the wire-guide lever, fulcrumed on the rear cross-brace 3, and it is provided with a guide-shoe 14, through which the wire is conducted to the reel.

15 denotes a shoe fixed to the cross-brace 2, and to its outer end is bolted the reel-standard 16, the stability of which is insured by the forwardly-inclined brace 17. The upper end of the reel-standard carries a bearing-box 18, in which the reel-spindle 19 is journaled.

20 denotes a sprocket-wheel loosely journaled on the spindle and from which a sprocket-chain 21 extends to the sprocket-wheel 8 on the axle.

22 denotes a friction-clutch on the spindle and coacting with the sprocket-wheel 20, and its tension is controlled by a spiral spring 23, which may be set up or relaxed by the hand-nut 24, which engages the threaded end of the spindle, while the opposite end of the spindle carries a hand-crank 25 for manipulating the reel by hand when desired.

26 denotes the reel, which is fixed on the spindle, and it consists of the crossed arms 27 27, on the outer ends of each of which is fixed a bar 28, one end thereof being formed with a fixed or rigid guard-arm 29 and the other with a pivoted arm 30, which is normally held in position diverging with the fixed arm by means of the locking-spring 31, the toe 32 of which engages the notch 33 in the arm 30.

When it is desired to remove a coil of wire from the reel or to place a coil thereon, the spring 31 is released from the arm 30, which may then be turned parallel with the bar 28 to allow the coil to be conveniently removed and replaced at will.

It will of course be understood that various changes in the form, proportion, and the minor details of construction may be resorted to

without departing from the principle or sacrificing any of the advantages of this invention.

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

10 In a barb-wire-reeling device, the combination with the carriage, of the shoe 15, the reel-standard 16 fixed to said shoe, the reel-spindle 19 removably journaled in said standard, the reel fixed on said spindle and consisting of the crossed arms, each end of which terminates in a bar formed at one end with the

integral guard-arm 29, the pivoted arm 30 formed with the locking-notch 33, and the 15 spring 31 formed with the toe 32 adapted to engage said notch, substantially as shown and described.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses. 20

ERNST C. FAHRMEIER.

Witnesses:

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JNO. L. MEYER.