No. 695,351. Patented Mar. 11, 1902.

O. THOMPSON.

WIRE FENCE REEL.

(Application filed Jan. 28, 1901.)

(No Model.)

Fig. 1

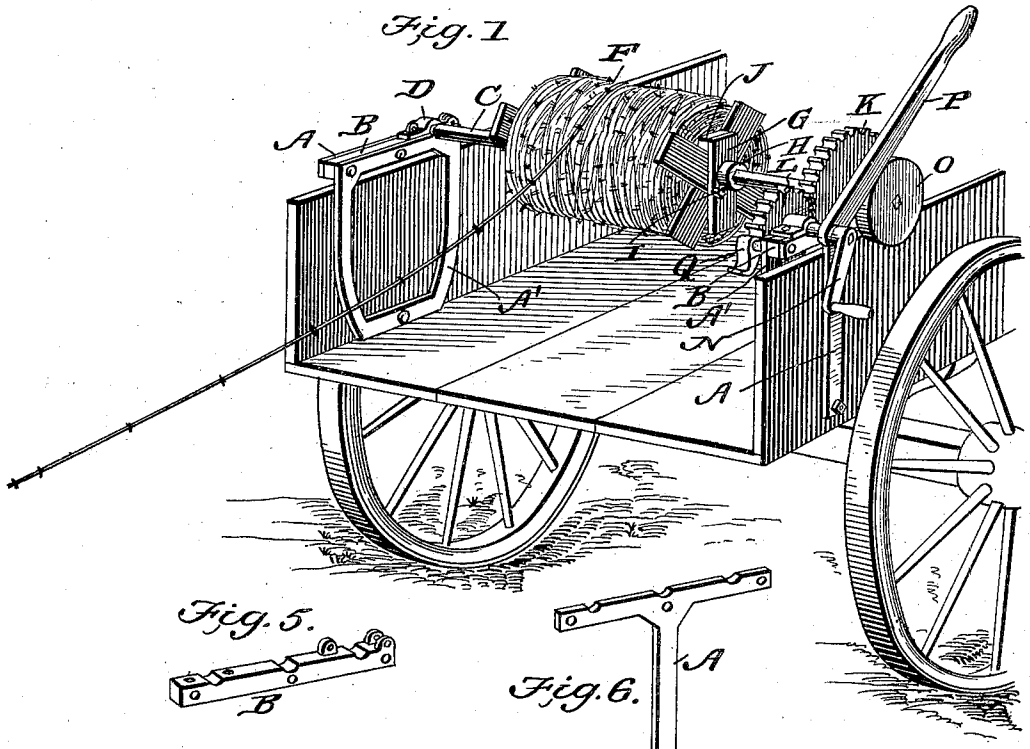


Fig. 5.

Fig. 6.

Fig. 2.

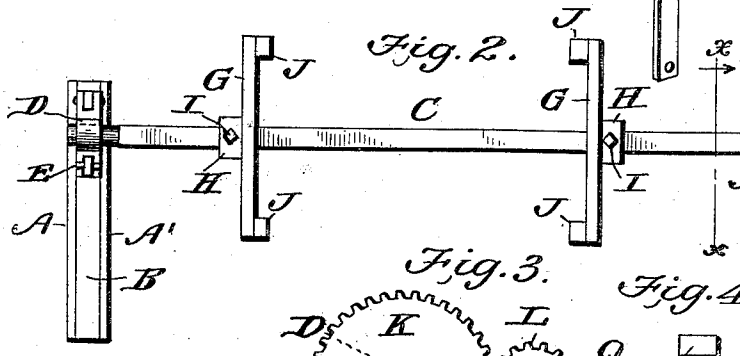


Fig. 3.

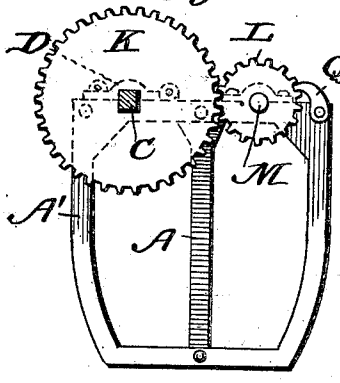
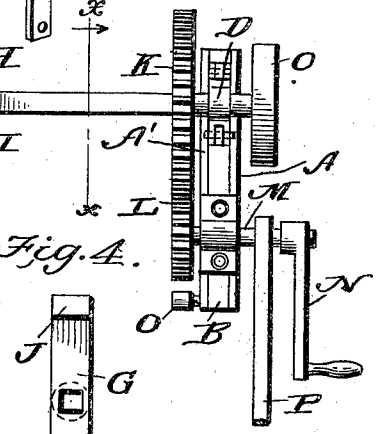


Fig. 4.



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OSCAR THOMPSON, OF VINCENNES, INDIANA, ASSIGNOR OF ONE-HALF TO JAMES A. BALDRIDGE, OF VINCENNES, INDIANA.

WIRE-FENCE REEL.

SPECIFICATION forming part of Letters Patent No. 695,351, dated March 11, 1902.

Application filed January 28, 1901. Serial No. 45,031. (No model.)

To all whom it may concern:

Be it known that I, OSCAR THOMPSON, a citizen of the United States, residing at Vincennes, in the county of Knox and State of Indiana, have invented a new and useful Wire-Fence Reel, of which the following is a specification.

This invention relates to improvements in wire-reeling machines; and the object is to provide a simple and improved construction of reel which may be readily applied to a wagon and conveniently operated to wind the wire thereon or distribute the same therefrom.

With the above object in view the invention consists in the novel features of construction hereinafter fully described, particularly pointed out in the claim, and clearly illustrated by the accompanying drawings, in which—

Figure 1 is a perspective view of a reeling-machine embodying my invention, the same being shown in position upon a portion of a wagon; Fig. 2, a top plan view; Fig. 3, a cross-section on the line *x x* of Fig. 2 looking in the direction indicated by arrow, and Fig. 4 a detail view of one of the adjustable clamps for the reel. Figs. 5 and 6 are detail views.

Referring now more particularly to the accompanying drawings, A A designate T-shaped plates adapted to be positioned on the outer sides of the sides of the wagon body or box, and A′ A′ U-shaped plates adapted to be positioned upon the inner sides thereof. These plates at their upper edges project beyond the upper edges of the sides of the wagon-body, and positioned therebetween are supporting-plates B B, said supporting-plates and plates A A and A′ A′ being secured together and to the wagon-body by bolts or any other preferred securing devices. Each supporting-plate is formed near its upper end with a bearing for a shaft C, said bearings having swinging upper sections D D, which are secured in position holding the shaft in its bearings by means of pins E E in apertures of lugs E′ E′, passed through springs in the free ends of the swinging sections D D. By removing said set-screws and swinging sections D D upwardly said shaft may be lifted from its bearings to remove the spool when filled with wire. Said shaft C is formed, preferably, square in cross-section, excepting at its journals, to receive a spool F and to prevent independent rotation of the latter thereon. For clamping the spool in the desired position upon said shaft plates G G are provided, which are formed with collars H H and are slidable upon the shaft C, being locked in the desired adjustment thereon by means of set-screws I I passing through said collars. These plates are provided with flanges J J to engage the peripheries of the ends of the spool. Fixed upon shaft C on the inside of one of the supports B is a gear-wheel K, which meshes with a driving-gear L upon a short shaft M, also mounted in said support B. This short shaft is provided with a crank-handle N, by means of which it may be rotated and motion imparted to shaft C. Shaft C has fixed thereon upon the outer side of said support B a brake-wheel O to be engaged by a brake-lever P, which is pivoted at its lower end to the support. When pressure is applied to the handle end of this lever, the intermediate portion thereof presses against the peripheries of the brake-wheel and regulates the rotation of shaft C when the wire is being unwound therefrom by moving the wagon along the ground.

To prevent backward rotation of shaft C when the wire is being wound on the spool carried thereby, a dog Q is pivoted to a support B and engages the teeth of the driving-gear L.

From the above description it will be seen that I have produced a very simple construction of wire-reeling machine, which may be readily attached to an ordinary farm-wagon and by means of which the wire may be wound up in removing the fence or unwound when building a fence.

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

In a device of the kind described the combination with the supports adapted to be secured to the sides of the wagon-body, said supports comprising the inner and outer plates, and the bars secured between said plates at their upper ends, each of said bars having a bearing-recess produced in its upper face, of

the reel-shaft resting upon the said supports, the hinged sections connected to the bars and adapted to hold the shaft in place, and gear-wheel mounted upon the said shaft and intermeshing gear mounted upon the support and provided with a crank-handle and brake-wheel and lever, said brake-wheel being connected to the reel-shaft, and the lever being connected to the crank-shaft, the said parts being adapted to operate substantially as shown and described.

OSCAR THOMPSON.

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