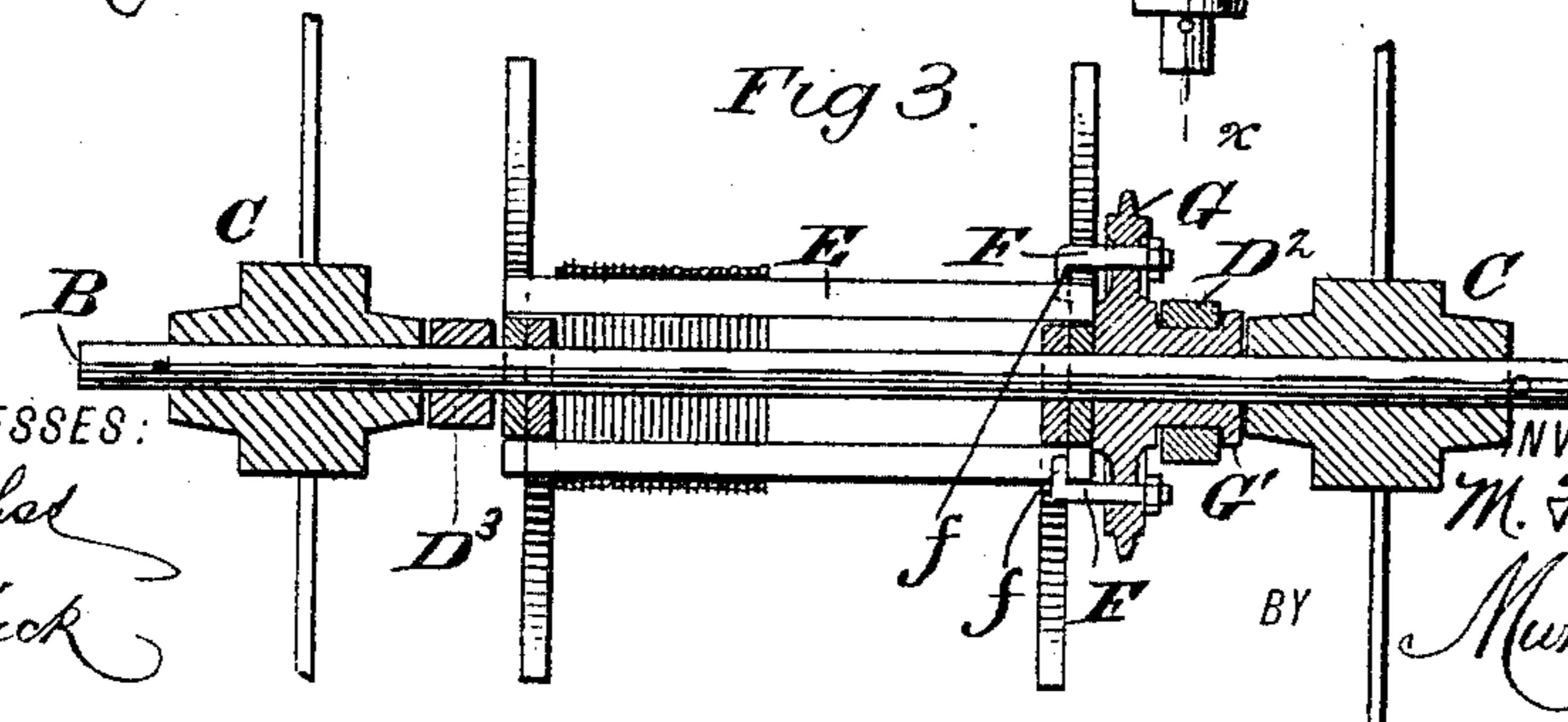
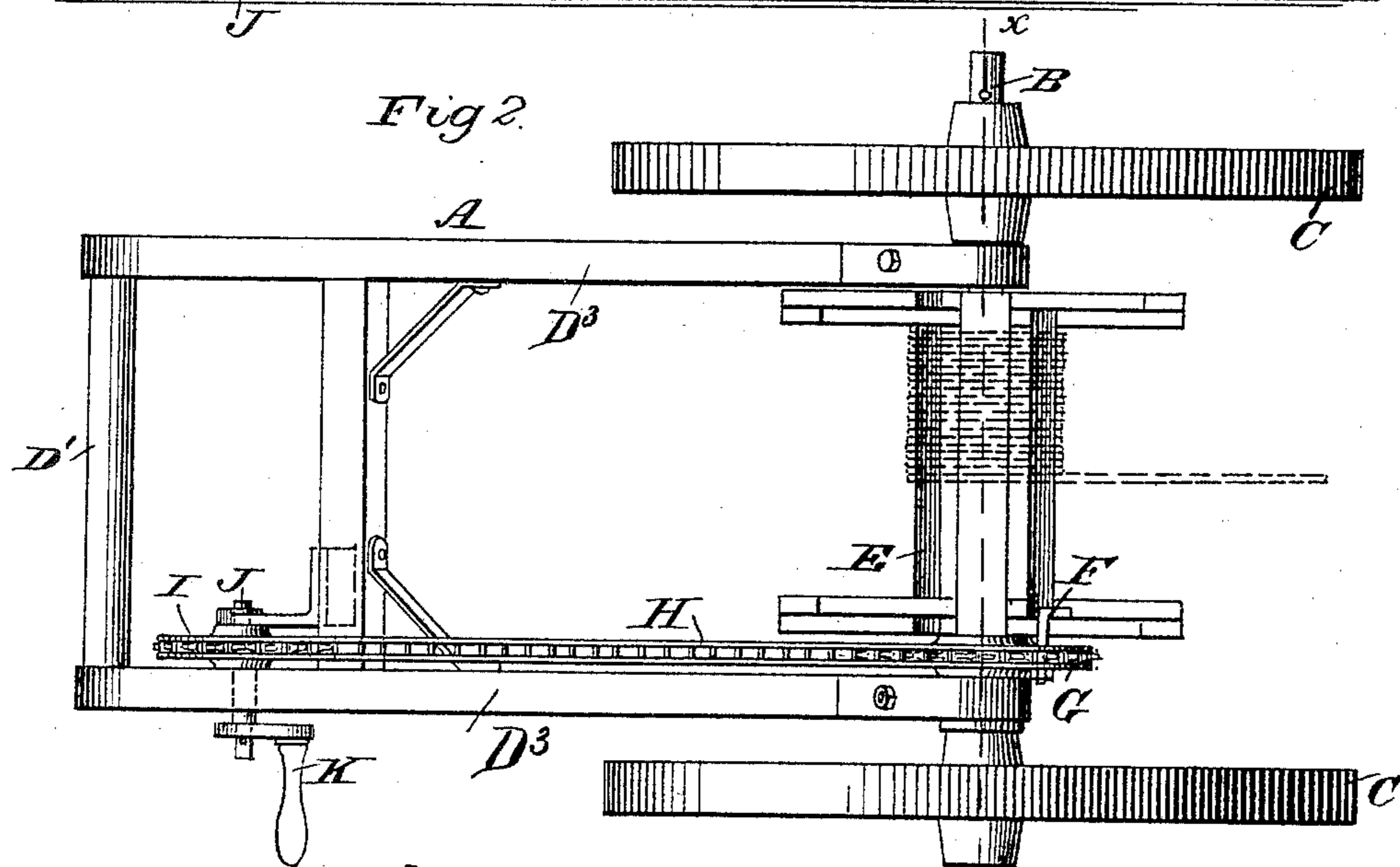
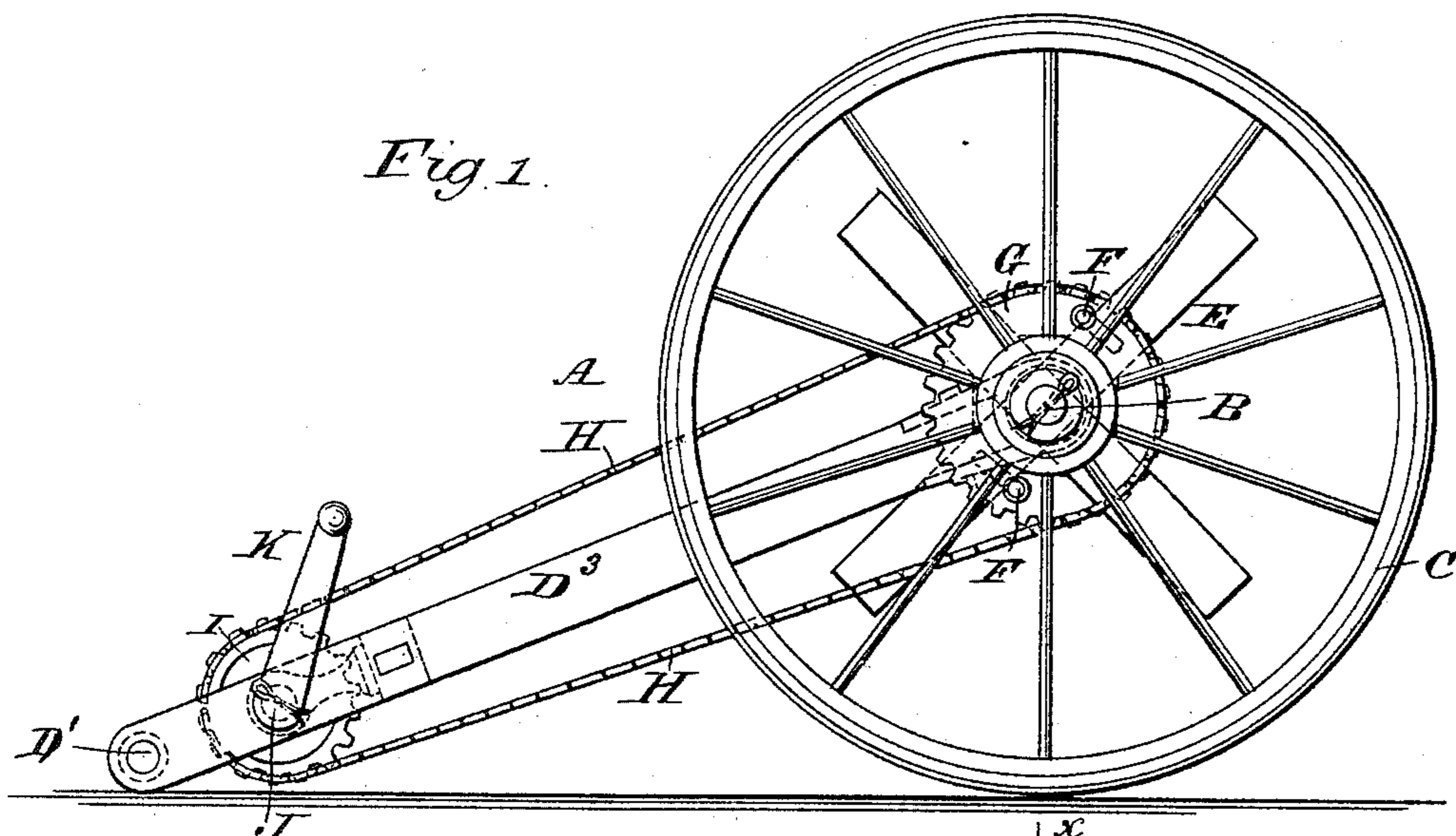


(No Model.)

M. F. REAGAN.
FENCE WIRE REEL.

No. 462,587.

Patented Nov. 3, 1891.



WITNESSES:

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MENDAL F. REAGAN, OF SALISBURY, MISSOURI, ASSIGNOR TO HIMSELF AND
JOHN W. REAGAN, OF SAME PLACE.

FENCE-WIRE REEL.

SPECIFICATION forming part of Letters Patent No. 462,587, dated November 3, 1891.

Application filed June 24, 1891. Serial No. 397,281. (No model.)

To all whom it may concern.

Be it known that I, MENDAL F. REAGAN, of Salisbury, in the county of Chariton and State of Missouri, have invented a new and Improved Fence-Wire Reel, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved wire-reel which is simple and durable in construction, and more especially designed for conveniently and rapidly winding up or rereeling for future use barbed or other wire that has been used on and taken from fences, posts, or other places.

The invention consists of certain parts and details and combinations of the same, as will be fully described hereinafter, and then pointed out in the claim.

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 side elevation of the improvement. Fig. 2 is a plan view of the same; and Fig. 3 is a transverse section of part of the improvement on the line *xx* of Fig. 2.

The vehicle A, which carries my reel, is preferably of the two-wheeled type, comprising an axle B, on which are mounted to rotate loosely the wheels C, and which is also engaged loosely by the side beams of the vehicle-body. On the axle B is held to rotate loosely a reel E, of any approved construction, whereon the wire is to be wound after being taken down from the place where it has been used. The reel E extends between the side beams of the vehicle-body, as is plainly shown in the drawings, and is adapted to be clamped or otherwise secured at one end by bolts F to a sprocket-wheel G, mounted to rotate loosely on the axle B. The bolts F pass through the sprocket-wheel G and engage the reel E by the laterally-extending ends *f*, said bolts disengaging by a partial rotation. A sprocket-chain H passes over the sprocket-wheel G and also passes over a somewhat smaller sprocket-wheel I, secured on a shaft J, journaled in the front end of the vehicle-body, preferably on one of the side beams, as shown in Fig. 2. The shaft J is adapted to be engaged at its outer square end by a crank-arm K for conveniently turn-

ing the said shaft and the sprocket-wheel I, so as to impart, by means of the sprocket-chain H, the wheel G, and the clamps F, a rotary motion to the reel E to wind up the wire while the vehicle A is at rest or is passed along the fence or other place from which the wire is taken down.

The body consists of a frame composed of longitudinally-extending spaced side bars D^3 and cross-bar D' , uniting said side bars at one end and forming a handle-bar or push-bar. The side bars D^3 have connection, respectively, with the axle B near each end of the latter, and the reel E rotates on the axle between the said side bars. As shown in Fig. 3, one bearing D^2 of one of the side beams engages a recessed offset G' , formed on the sprocket-wheel G, and the other side beam has its bearing directly on the axle B. The recessed or annularly-grooved hub or offset G' serves to hold the sprocket-wheel G to the body or frame permanently, so that the said wheel will not become detached when the reel is being removed or replaced.

In case the reel E is filled with wire the operator takes out one of the axle-pins, holding the respective wheel in place, and then removes this wheel and slips the vehicle-body partly off the axle, also removing or unfastening the clamping-bolts F. He can then conveniently remove the filled reel. A new empty reel is clamped to the wheel G and then both are slipped over the axle B of the vehicle-body, after which the respective wheel C is again put in position and the respective linchpin is inserted to hold the several parts in place. The device is then ready for winding or rereeling the wire.

It is understood that in winding fence-wire the vehicle A may be at a standstill while the reel E is rotating on its axle, as previously described, the said reel being set in motion by the operator's turning the crank-arm K. If it is desired, the vehicle A may be pushed forward by the operator having hold of the handle D' and at the same time turning the crank-arm K, so that the vehicle is moved forward and the reel E is turned at the same time to wind up the wire. Thus barbed or other wire can be conveniently rereeled on reels or spools for further use.

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

The combination, in a fence-wire reel, of a
5 body comprising longitudinal side bars and a cross-bar uniting the same at one end, a wheeled axle, at each end of which one end of the said side bars is respectively connected, a reel on said axle between said side bars, a sprocket-
10 wheel on the axle, said wheel being detach-

ably held to the reel, and having an annularly-grooved offset to which one of the side bars is permanently connected, a second sprocket-wheel at the free end of the body, and a sprocket-chain connecting both of said sprocket-wheels, substantially as described.

MENDAL F. REAGAN.

Witnesses:

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