

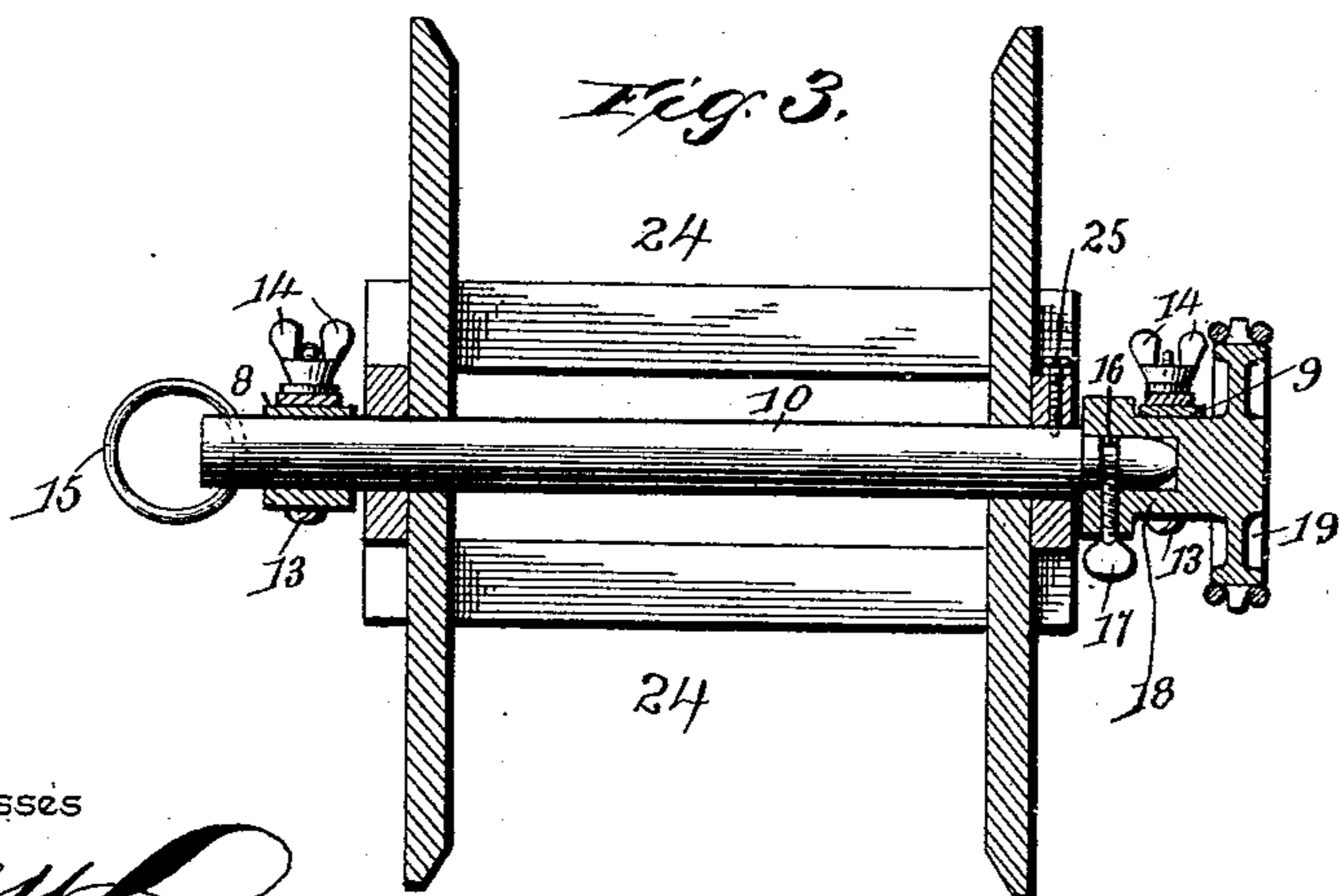
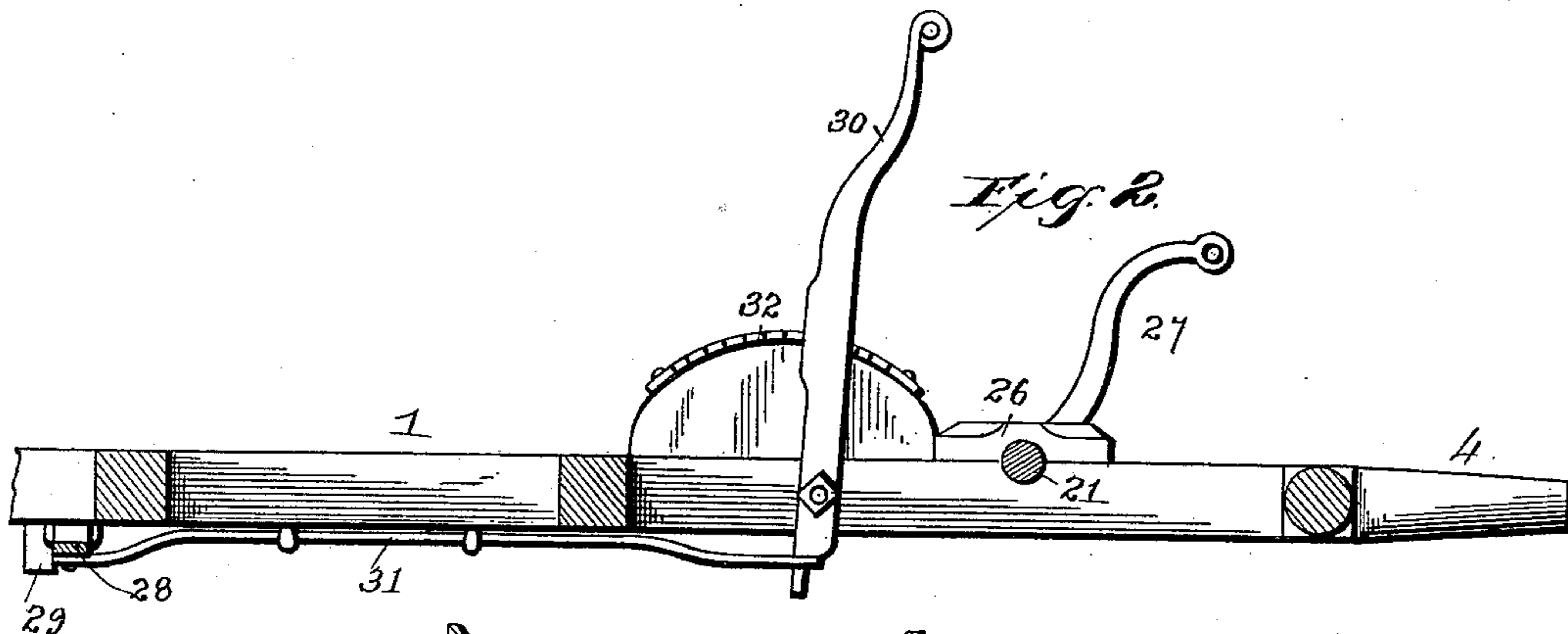
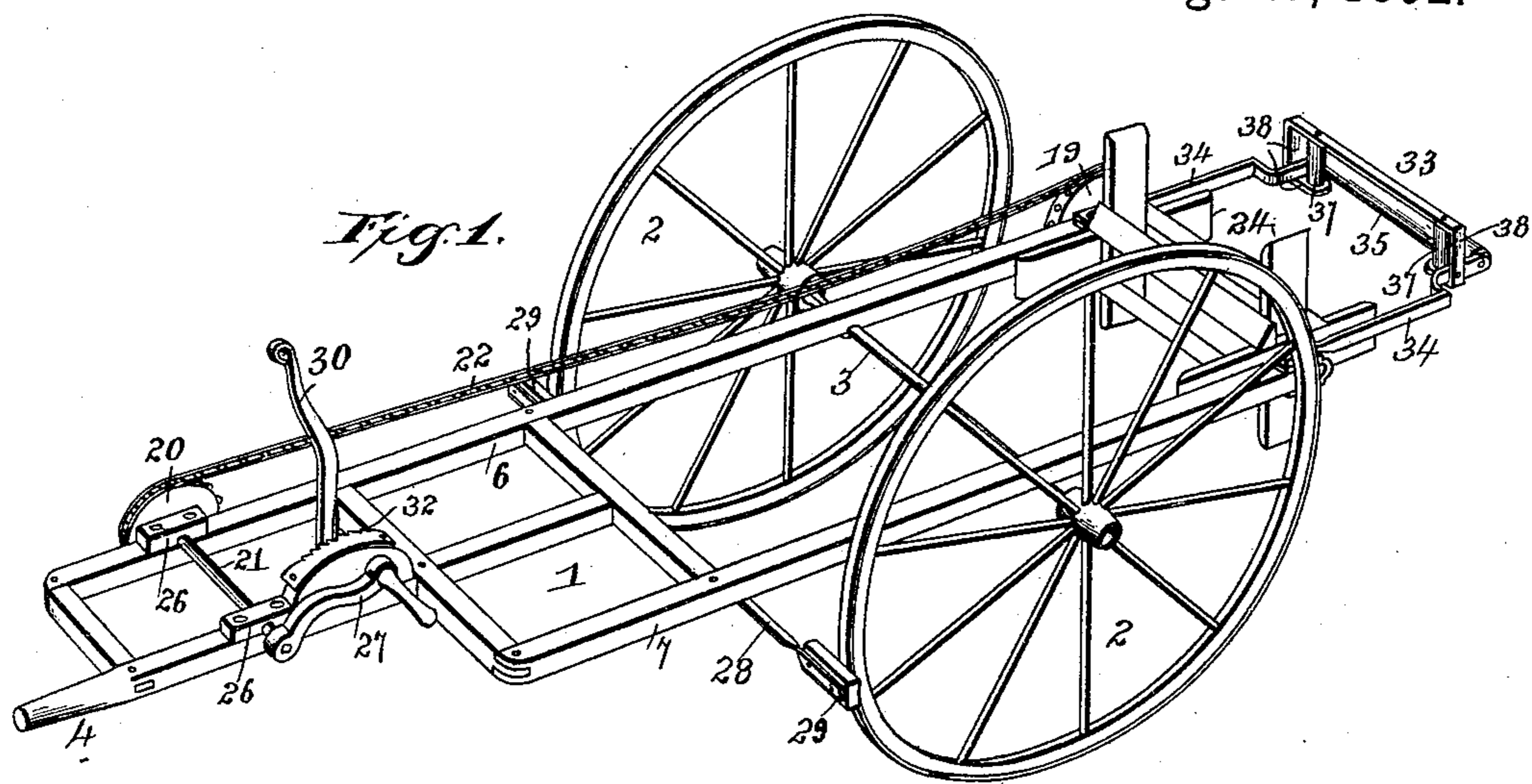
(No Model.)

2 Sheets—Sheet 1.

E. E. KITTLESON.
REEL CARRIER.

No. 481,328.

Patented Aug. 23, 1892.



Witnesses

E. C. Wurdeman
N. G. Riley

Inventor

E. E. Kittleson
By *his* Attorneys,

Cash & Co.

(No Model.)

2 Sheets—Sheet 2.

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Fig. 4.

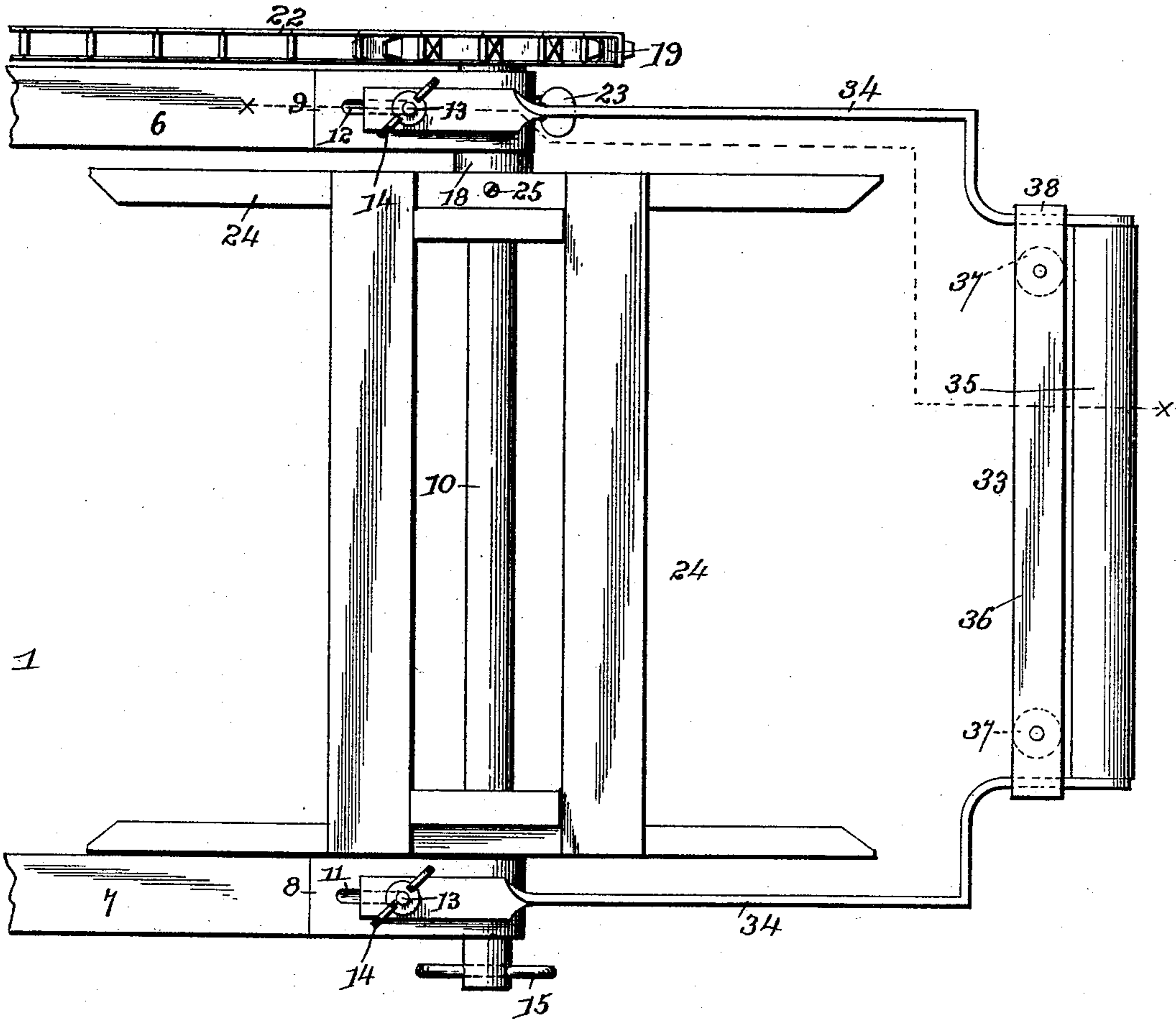
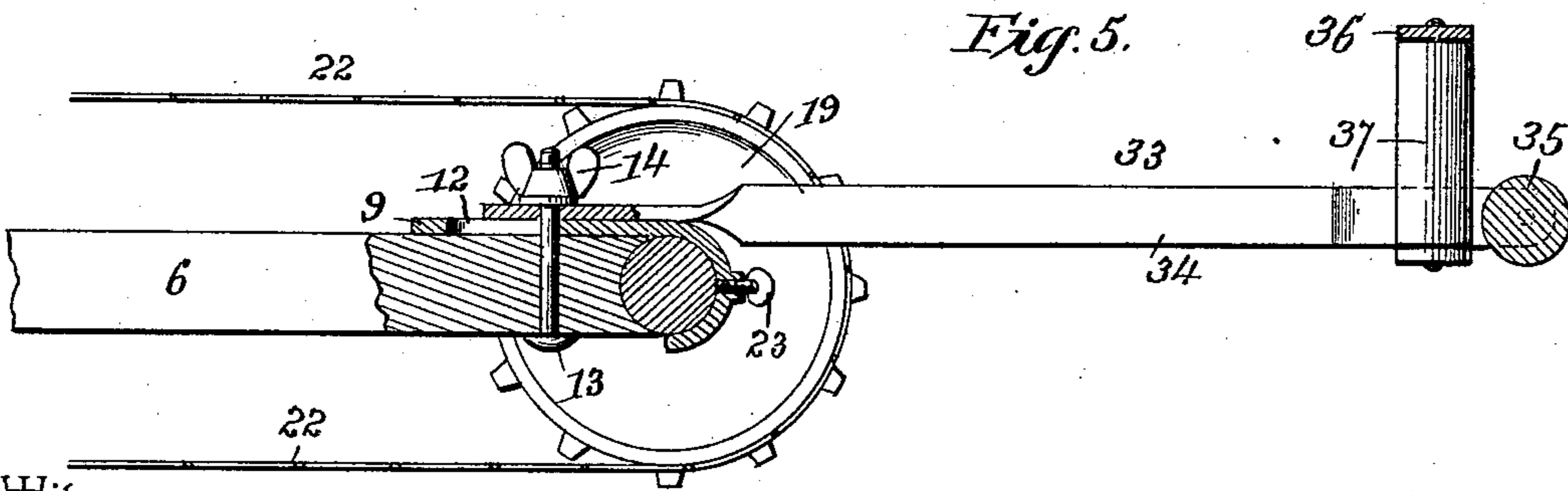


Fig. 5.



Witnesses

Inventor

Jas. H. McLaughlin
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By his Attorneys,

E. E. Kittleson

Cash & Co.

UNITED STATES PATENT OFFICE.

EVEN E. KITTLESON, OF ALBANY, WISCONSIN.

REEL-CARRIER.

SPECIFICATION forming part of Letters Patent No. 481,328, dated August 23, 1892.

Application filed February 9, 1892. Serial No. 420,894. (No model.)

To all whom it may concern:

Be it known that I, EVEN E. KITTLESON, a citizen of the United States, residing at Albany, in the county of Green and State of Wisconsin, have invented a new and useful Reel-Carrier, of which the following is a specification.

The invention relates to improvements in reel-carriers.

10 The object of the present invention is to provide a simple and inexpensive reel-carrier whereby wire—more especially barb-wire—may be readily rewound on the original spool after being used for fencing, whether up or
15 down hill or on a level surface.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed
20 out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a reel-carrier constructed in accordance with this invention. Fig. 2 is a sectional view taken longitudinally of the carrier and
25 showing the brake mechanism. Fig. 3 is a transverse sectional view, the section being taken through the spool. Fig. 4 is a plan view of the front of the reel-carrier. Fig. 5 is a detail sectional view on line *xx* of Fig. 4.

30 Like numerals of reference indicate corresponding parts in all the figures of the drawings.

1 designates a frame mounted on wheels 2 and supported directly by an axle 3. It is substantially rectangular, with an extension at its rear end, which is provided with a handle 4, by which the reel-carrier is propelled. The sides 6 and 7 are provided at their front ends with bearing-plates 8 and 9, and jour-
40 naled in the same is a removable reel-carrying shaft 10, which is adapted to carry an original wire-reel, whereby barb-wire after being used for a time for fencing may when desired be rewound on the original reel or
45 spool. The bearing-plates 8 and 9 are provided with longitudinal slots 11 and 12 and are secured to their respective sides of the frame by bolts 13 and thumb-nuts 14, whereby the bearing-plates may be adjusted on the
50 frame.

One end of the spool-shaft 10 is provided with a ring 15, by which the shaft may be

readily handled, and the other end of the shaft 10 is reduced and is provided with an annular groove 16, adapted to be engaged by a set-
55 screw 17, which detachably and rigidly secures the shaft 10 to a sleeve 18. The sleeve 18 has a socket or opening in its inner end to receive the reduced end of the shaft 10, and it is journaled in the bearing-plate 9 and is
60 provided at its outer end with an integral sprocket-wheel 19, receiving motion from a sprocket-wheel 20 of a drive-shaft 21 by a sprocket-chain 22. The bearing-plate 9 is provided with a set-screw 23, arranged to en-
65 gage the sleeve and adapted to create friction and serve as a brake to retard the rotation of the sleeve when unreeling wire for fencing purposes. A spool 24 is secured rigid with the shaft 10 by a pin 25, and it is removed
70 therefrom by loosening the pin 25 and the set-screw 17 and withdrawing the shaft by means of the ring 15.

The drive-shaft 21 is journaled in suitable bearings 26 at the rear end of the frame and
75 is provided at one end with a crank-handle 27, adapted to be turned by the operator and arranged within convenient reach of the handle 4.

In gathering wire downhill it is necessary
80 to retard the rotation of the wheels 2, and to accomplish this a brake-bar 28 is mounted on the bottom of the frame and provided at its ends with brake-shoes 29, arranged to engage the wheels. The brake-bar is controlled
85 by a lever 30, fulcrumed on the frame and connected by a rod 31 with the brake-bar and arranged to engage a ratchet-plate 32. The lower end of the lever 30 is reduced and is arranged in an opening in the adjacent end
90 of the bar 31, which possesses sufficient spring to hold itself in engagement with the lever. The wire is directed to the spool by a guide 33, composed of side bars 34, a horizontal roller 35, journaled at the front ends of
95 the side bars, a cross-bar 36, connected to the side bars, and vertical rollers 37, journaled on the cross-bar and arranged within the side bars. The rear or inner ends of the side bars 34 are secured to the frame
100 by the bolts 13. The body of the cross-bar 36 is elevated above the side bars 34 and is provided at its ends with depending L-shaped portions 38, which form brackets for the ver-

tical rollers and which have their vertical arms secured to the front ends of the side bars 34. The front ends of the side bars 34 are curved inward, as shown, to decrease the width of the guide at its front end and to direct the wire to the spool.

What I claim is—

1. In a reel-carrier, the combination of a frame mounted on wheels and provided at its front end with the bearing-plates 8 and 9, a sleeve journaled in the bearing-plate 9 and provided with a socket and having a set-screw 17, and a removable shaft 10, adapted to carry the spool and provided at one end with a handle and having its other end arranged in the socket of the sleeve and provided with a groove to receive a set-screw 17, whereby the shaft is made rigid with the sleeve, substantially as described.

2. In a reel-carrier, the combination of a

frame mounted on wheels, a spool-shaft journaled on the frame, a spool arranged on the shaft, and a guide comprising the side bars secured to the frame and having their front ends curved inward, a horizontal roller connecting the front ends of the side bars and journaled therein, a cross-bar elevated above the side bars and provided with depending L-shaped portions forming brackets and secured to the side bars, and the vertical rollers arranged within the side bars and journaled on the cross-bar, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in the presence of two witnesses.

EVEN E. KITTLESON.

Witnesses:

THOS. JOHNSON,
ALBERT PILLER.