

No. 777,843.

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H. M. COSEY.
AUTOMATIC MECHANISM FOR BARB WIRE REELS.

APPLICATION FILED SEPT. 8, 1904.

NO MODEL.

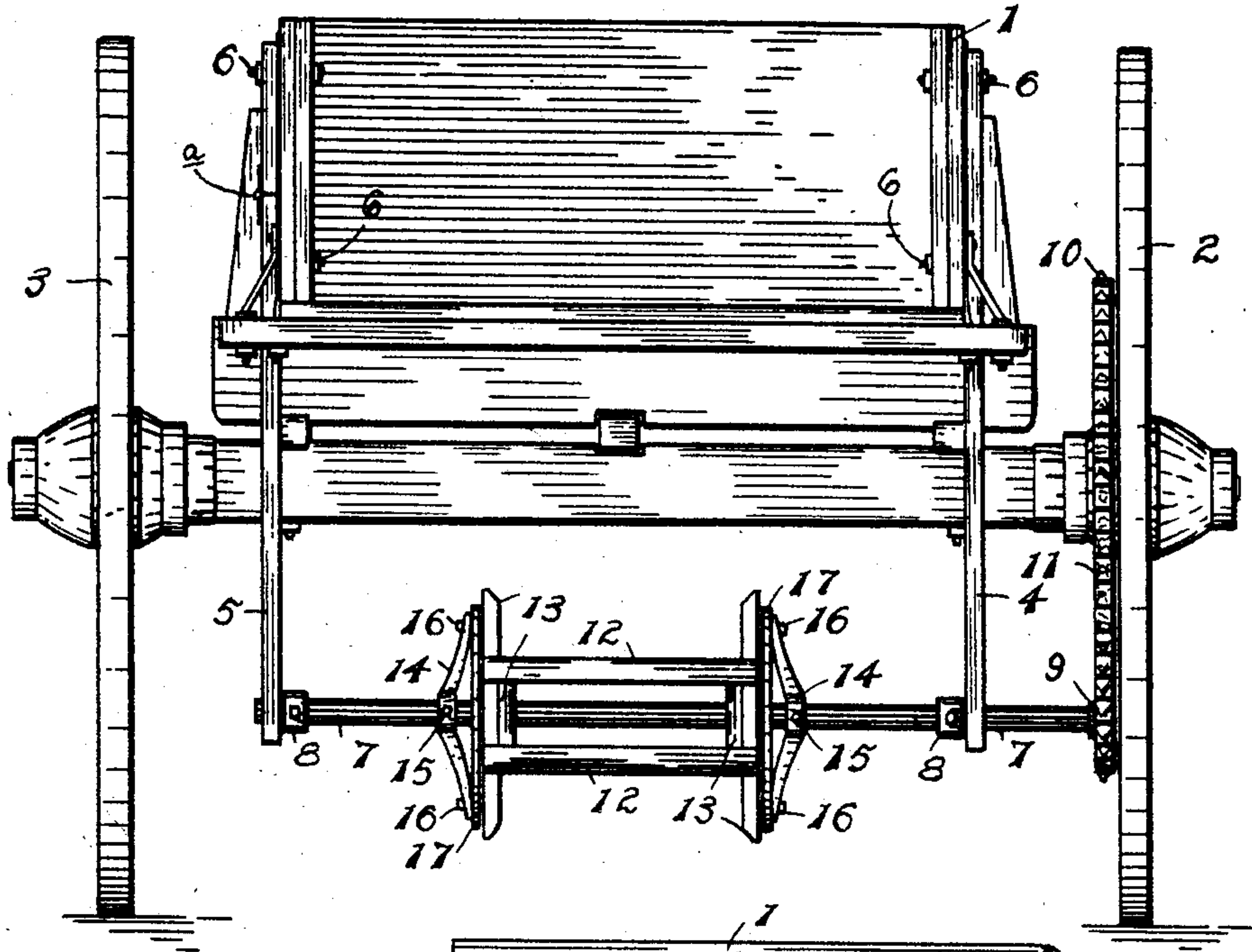


Fig. 1.

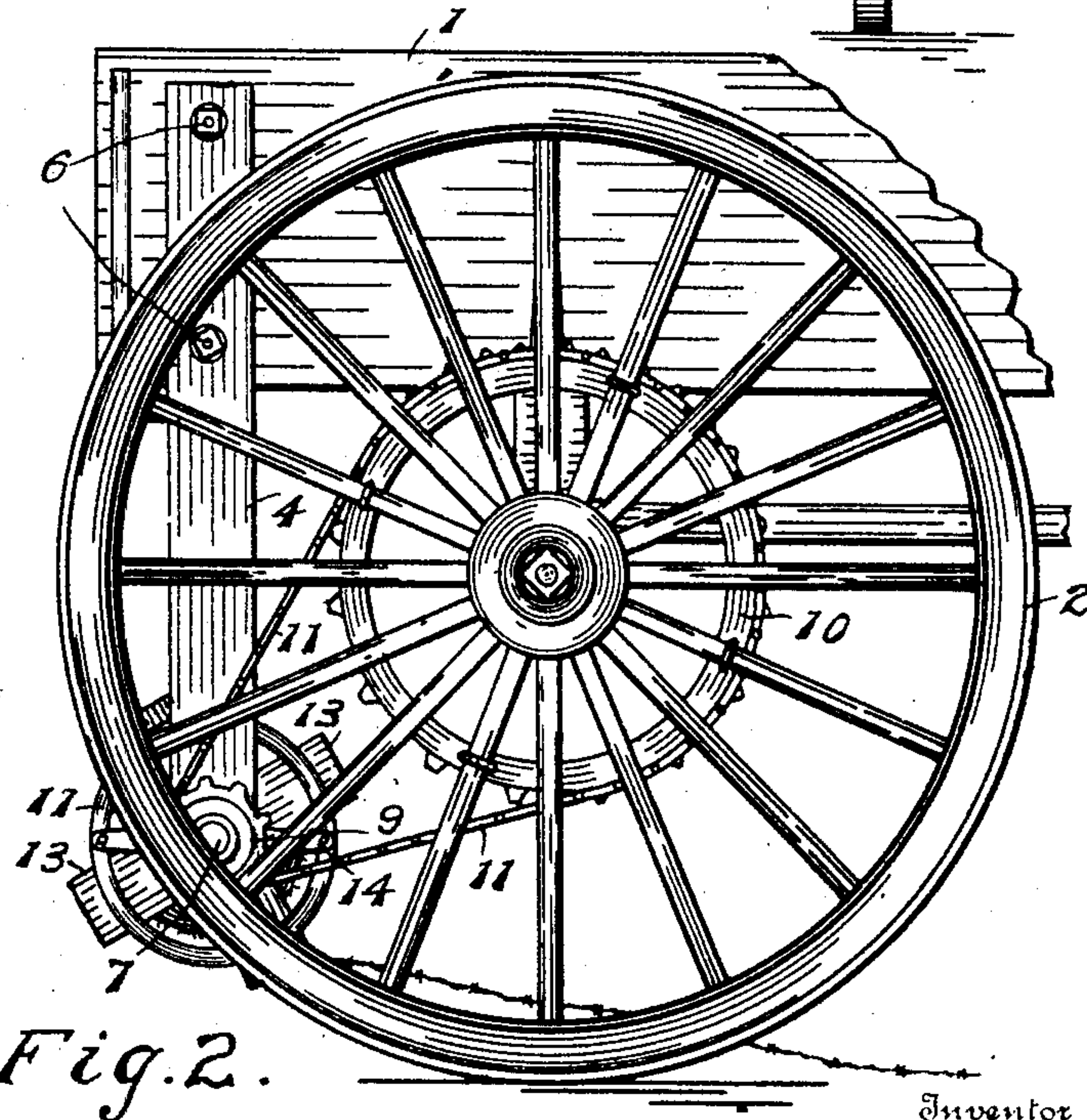


Fig. 2.

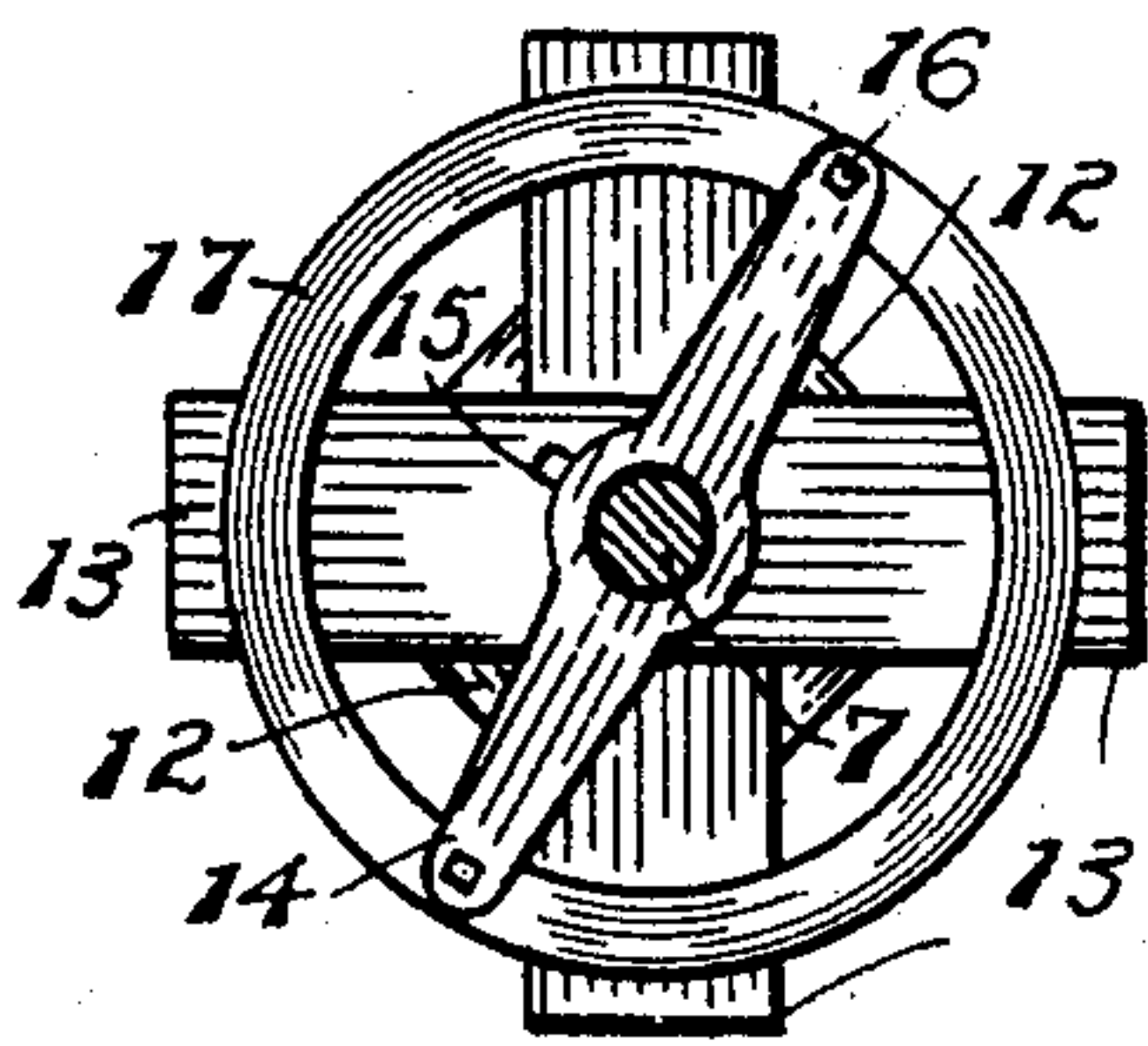


Fig. 3.

Witnesses

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AUTOMATIC MECHANISM FOR BARB-WIRE REELS.

SPECIFICATION forming part of Letters Patent No. 777,843, dated December 20, 1904.

Application filed September 8, 1904. Serial No. 223,730.

To all whom it may concern:

Be it known that I, HENRY M. COSEY, a citizen of the United States, residing at Sterling, in the county of Whiteside and State of Illinois, have invented certain new and useful Improvements in Automatic Mechanism for Barb-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, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention has reference to automatic mechanism for barb-wire reels, and is specially designed to aid in winding up barb wire in the field. It frequently becomes necessary to remove the wire from the posts and roll it up in some manner for preservation for future use. This is ordinarily done in a crude fashion, such as rolling upon an empty barrel, which in time falls to pieces and the wire is lost or again handled with great difficulty.

My device furnishes a simple means for replacing the wire upon the original spools and is adapted to be attached to and operated by the usual farm-wagon.

In the drawings, Figure 1 is a rear end elevation of a wagon with my device attached thereto. Fig. 2 is a side elevation of the rear portion of a wagon with my invention in place thereon. Fig. 3 is an enlarged detail showing one end of the reel and parts of my device in engagement therewith.

Similar ordinals refer to similar parts throughout the several figures.

1 represents the wagon-box, and 2 and 3 the rear carrying-wheels thereof. At the rear end of the box, on each side thereof, are secured supports 4 and 5, secured to such box by means of bolts 6 6. The support 5 is hinged, as at *a*, so as to swing outwardly upon the removal of the lower bolt 6. Journaled in the lower ends of the supports 4 and 5 is a rotary shaft 7, held from lateral movement by means of collars 8 8, fixed thereto on the inner sides of the supports.

On one end of the shaft 7 is a sprocket-wheel

9, actuated from a sprocket-rim 10, secured on the inner face of the wheel 2 by means of a sprocket-chain 11, connecting such wheels.

12 represents the usual reel, the ends of which are formed of pairs of cross-pieces 13. On the shaft 7, adjacent to each end of the reel 12, is a double clamp 14, adapted to be fixed on such shaft by means of set-screws 15. At each end the clamps 14 are provided with set-screws 16, the inner ends of which impinge a pair of metal rings 17 on each side of the reel 12. Each of the rings 17 has a bearing upon the outer face of one of the cross-pieces 13, and by proper manipulation of the set-screws 16 the reel is tightly held between such rings, so as to cause it to rotate with the shaft 7 upon the forward movement of the wagon.

In operation after the wire has been removed from the fence the wagon is driven so as to pass immediately above the wire longitudinally thereof. The end of the wire having been secured to the reel, it is wound tightly upon the reel during the progress of the wagon. In case at any time the movement of the wagon is too rapid for the operation of the reel, so as to cause a strain of the wire thereon, such reel is permitted to slip between the rings 17 sufficiently to compensate therefor. The tension can at all times be regulated by varying the pressure of the set-screws 16.

To remove the reel, the lower bolt 6 in the support 5 is removed and the lower part of the support swung outwardly, freeing the end of the shaft 7. The collar 8, clamp 14, and ring 17 are then removed and the reel slipped from off the shaft. By the same means the reel can be replaced with another, the several parts being returned to their normal positions.

What I claim as my invention, and desire to secure by Letters Patent of the United States, is—

1. In combination with the wagon-box and the carrying-wheels, a pair of depending supports secured to said box, a shaft rotatably mounted in the lower ends of said supports and having one of its ends projecting beyond the adjacent support, collars secured to said

shaft by set-screws and being adapted to abut
said supports, a sprocket-wheel fixed to one
of said carrying-wheels, a sprocket-wheel
mounted on the projecting end of said shaft,
5 a chain passing over said sprocket-wheel, a
reel loosely mounted on said shaft, rings en-
gaging the opposite ends of said reel, and
means for increasing or decreasing the fric-
tion of said rings upon said reel, substantially
10 as and for the purpose specified.

2. In a machine of the type set forth, in
combination with a support, a shaft rotatably
mounted therein and means for driving the
same, a reel loosely mounted on said shaft,

adjustable clamps mounted on said shaft on 15
opposite sides of the reel, means for holding
said clamps in their adjusted positions, rings
bearing on the opposite ends of said reel, and
set-screws adjustably mounted in said clamps
and engaging said rings for adjusting the same 20
to and from the reel.

In testimony whereof I affix my signature in
presence of two witnesses.

HENRY M. COSEY.

Witnesses:

WILL F. MILLER,
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