

No. 804,064.

PATENTED NOV. 7, 1905.

C. W. STARK.
WIRE REEL.

APPLICATION FILED APR. 27, 1905.

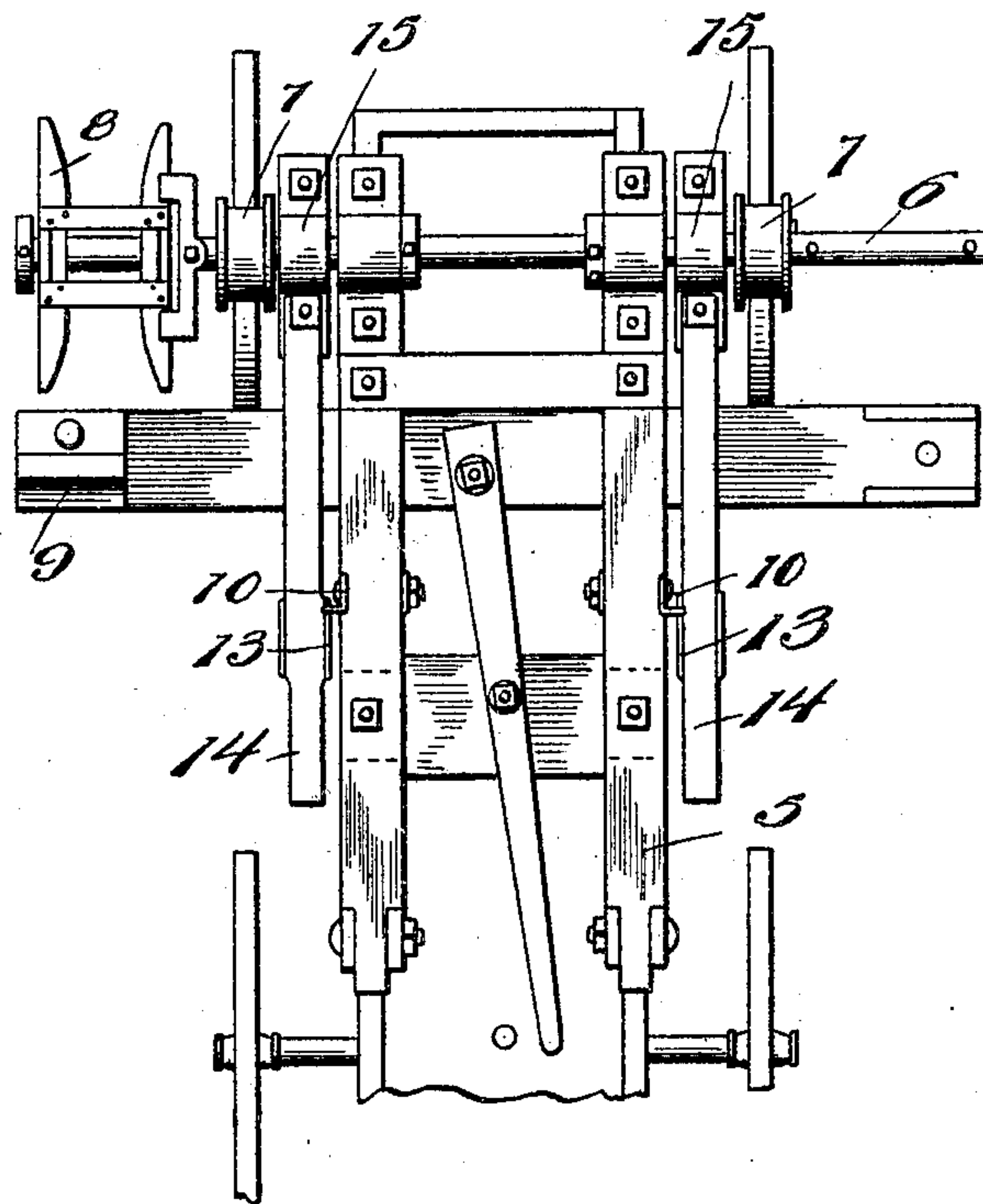
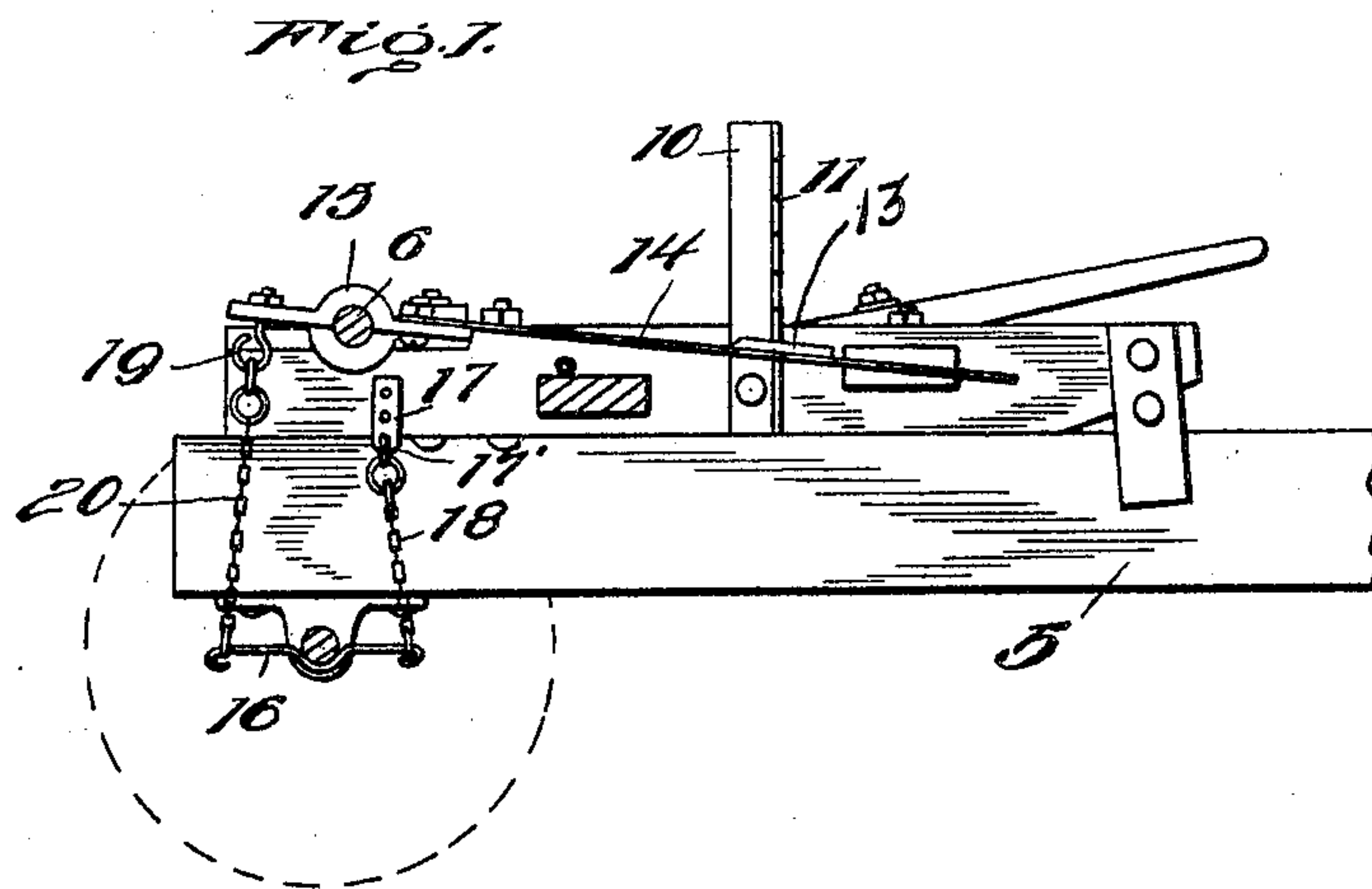


FIG. 2.

Inventor

C. W. Stark

Witnesses

G. R. Thomas
E. M. Deelford

By

Chas. A. Chas. A.
Attorneys

UNITED STATES PATENT OFFICE.

CHARLIS W. STARK, OF MOUNTAIN LAKE, MINNESOTA.

WIRE-REEL.

No. 804,064.

Specification of Letters Patent.

Patented Nov. 7, 1905.

Application filed April 27, 1905. Serial No. 257,681.

To all whom it may concern.

Be it known that I, CHARLIS W. STARK, a citizen of the United States, residing at Mountain Lake, in the county of Cottonwood, State of Minnesota, have invented certain new and useful Improvements in Wire-Reels; and I do hereby 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.

This invention relates to wire-reels, and more particularly to those which may be attached to a wagon, and has for its object to provide an improvement in the wire-reel for which Letters Patent No. 779,245 were granted to me on January 3, 1905, the improvements relating particularly to the tension device for the shaft of the wire-reel covered by these Letters Patent.

Various advantages of the improvement will be apparent from the following specification, which describes an embodiment of the present invention.

In the drawings forming a portion of this specification, and in which like numerals of reference indicate similar parts in both views, Figure 1 shows a side elevation of a wagon provided with the wire-reel and illustrating the present invention in use in connection therewith. Fig. 2 is a top plan view showing the arrangement of the reel.

Referring now to the drawings, the reel comprises a frame 5, having a transversely-extending shaft 6 journaled therein adjacent to its rearward end, this shaft carrying friction-wheels 7, adapted for engagement of the wheels of a vehicle upon which the frame is disposed for rotation of the shaft when the vehicle is drawn over the ground. The shaft is adapted for the reception of wire-spools 8, and a wire-guide 9 is provided.

Secured to the frame 5 at opposite sides thereof and forwardly of the shaft 6, there are uprights 10, having notches 11 in their outer faces, which are arranged to receive plates 13, carried by rearwardly-extending spring-arms 14, which are secured at their rearward ends to the forward ends of half-boxes 15, which are engaged over the shaft 6 outwardly of the frame 5.

The improvement sought to be covered by the present application relates to these half-boxes and includes a pair of metallic rods 16, which have offset portions intermediate of their ends, these offset portions receiving the undersides of the axle of the vehicle therewithin,

the rods extending longitudinally of the vehicle, as shown. A bracket 17 is secured to the frame 5 at each side thereof and adjacent to the rearward end of the frame. Chains 18 are engaged with these brackets 17, the brackets being provided with hooks 17' to receive the chains, and each chain is also engaged with the forward end of one of the rods 16. Rearwardly of the shaft 6 the half-boxes are provided with hooks 19, which depend therefrom, and these hooks have chains 20 engaged therewith, which are also engaged with the rearward ends of the rods 16.

It will thus be apparent that the tension of the shaft 6 may be varied by shifting the spring-arms 14 vertically of the uprights 10, the tension being increased when the arms are moved downwardly and being decreased when the arms are moved upwardly. By employing the arrangement just described the weights originally used in connection with the reel and which were engaged with the hooks 19 are eliminated, and, furthermore, accidental disengagement of the half-boxes from the shaft is prevented.

It will be understood that the present brake mechanism may be employed in connection with different operative mechanisms; but it will be seen that it is especially adapted for use in connection with wire-reels or similar mechanisms arranged for disposal upon a wagon for the reason that the brake not only acts to retard the movement of the shaft, but also holds the mechanism in position upon the wagon.

What is claimed is—

1. The combination with a vehicle of an operative mechanism including a frame disposed upon the vehicle, a shaft revolubly mounted in the frame, half-boxes disposed upon the shaft, rods engaged beneath the axle of the vehicle, chains connected with the frame and with one end of each rod, chains connected with half-boxes and with the other ends of the rods, vertically-movable spring-arms connected with the half-boxes and means for holding the arms at different points of their vertical movement.

2. The combination with a vehicle of an operative mechanism comprising a frame disposed upon the vehicle, a shaft revolubly mounted in the frame, half-boxes engaged over the shaft, rods engaged beneath the axle of the vehicle, chains connected with the half-boxes at one side of the shaft and with one end of each rod, chains connected with the

frame and with the other ends of the rods, notched uprights carried by the frame and spring-arms secured to the half-boxes at the opposite side of the shaft from the chains and
5 engaged in the notches of the uprights.

3. An operative mechanism comprising a frame, a shaft journaled in the frame, a strap-spring secured at one end to the frame, a half-box secured to the other end of the spring
10 and resting upon the shaft, a rod fixed against movement toward the shaft, a plate disposed against the opposite side of the rod from the

shaft and extending oppositely beyond the rod, a chain secured to one end of the plate and to the frame and a second chain secured 15 to the other end of the plate and to the half-box.

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

CHARLIS W. STARK.

Witnesses:

ABR. JANZEN,

JOHN J. JANZEN.