

(No Model.)

2 Sheets—Sheet 1.

L. D. ARNOLD.  
REEL CARRIER.

No. 557,752.

Patented Apr. 7, 1896.

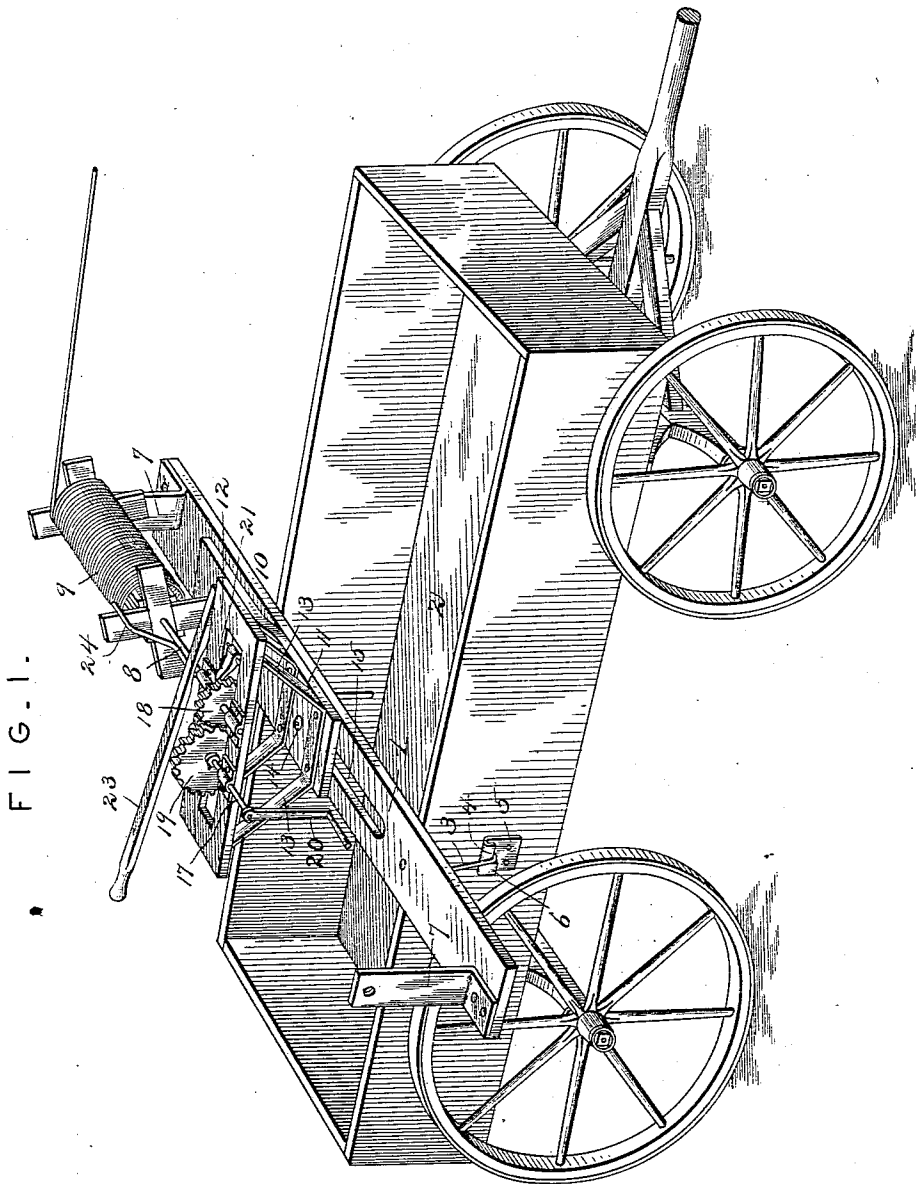


FIG. 1.

Inventor

*Lemuel D. Arnold.*

Witnesses

*Harry L. Amer.*  
*J. H. Piley*

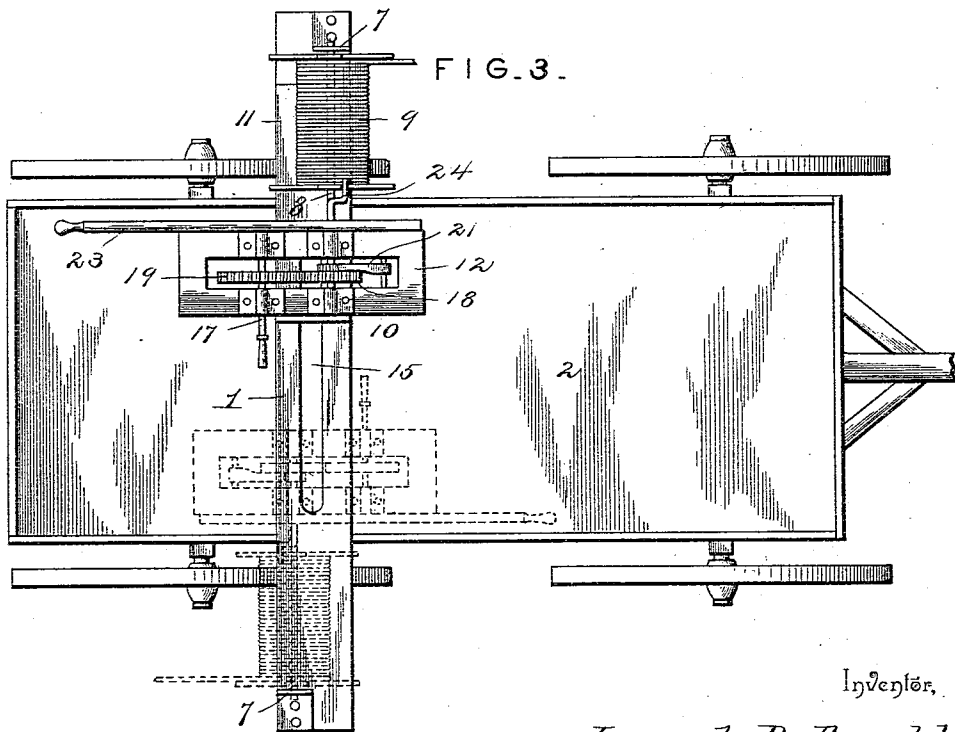
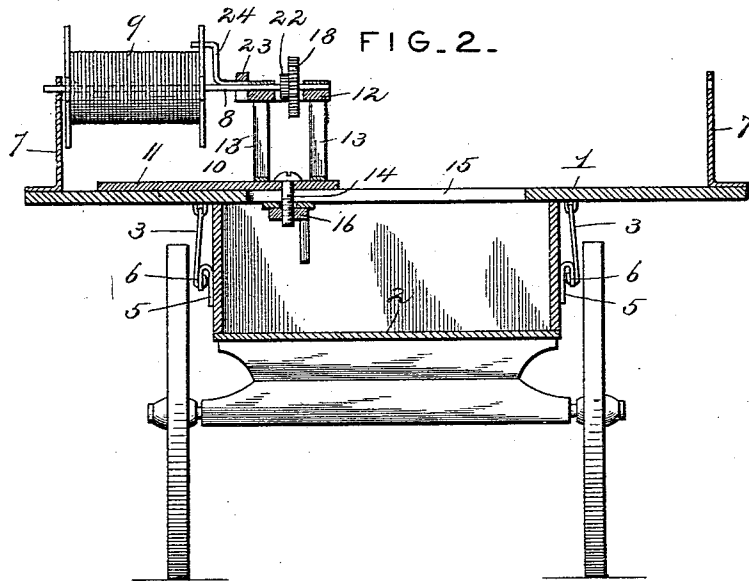
By *his* Attorneys.

*C. Snow & Co.*

L. D. ARNOLD.  
REEL CARRIER.

No. 557,752.

Patented Apr. 7, 1896.



Inventor,

*Lemuel D. Arnold.*

Witnesses

*Harry L. Amer.*  
*J. H. Riley*

By his Attorneys.

*C. Snow & Co.*

# UNITED STATES PATENT OFFICE.

LEMUEL D. ARNOLD, OF MOUNT AUBURN, ILLINOIS.

## REEL-CARRIER.

SPECIFICATION forming part of Letters Patent No. 557,752, dated April 7, 1896.

Application filed June 8, 1895, Serial No. 552,125. (No model.)

*To all whom it may concern:*

Be it known that I, LEMUEL D. ARNOLD, a citizen of the United States, residing at Mount Auburn, in the county of Christian and State of Illinois, have invented a new and useful Reel-Carrier, of which the following is a specification.

The invention relates to improvements in reel-carriers.

The object of the present invention is to improve the construction of reel-carriers and to provide a simple and inexpensive one adapted to be readily mounted on and carried by a wagon or other vehicle and capable of rapidly winding up fencing-wire and of enabling the same to be readily unwound for fence construction.

A further object of the invention is to enable the reel or winding mechanism to be readily transferred from one side of a vehicle to the other in order that it may at all times be sufficiently close to a fence to readily take up or pay out the fence-wire.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated in the accompanying drawings, and pointed 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 and shown applied to a wagon. Fig. 2 is a transverse sectional view of the same. Fig. 3 is a plan view showing the reel arranged at one side of the wagon in full lines and at the opposite side in dotted lines.

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

1 designates a transverse bar detachably mounted on the upper edges of the sides of a wagon-body 2 and located near the rear end thereof and provided at opposite sides of the body with depending loosely-mounted hooks 3, located on the outer faces of the sides of the body and detachably engaging depending flanges 4 of plates 5. The plates 5 have their upper edges bent outward and downward to form the flanges 4 and are provided at the rear ends or edges of the flanges with lugs 6, forming stops and preventing the hooks

from becoming disengaged from the depending flanges.

The transverse bar is provided at its ends with bearings 7, composed of vertical arms or bars provided with bearing-openings and adapted to receive the outer ends of a horizontally-disposed spool-carrying shaft 8 to enable a spool 9, which is mounted on the shaft, to be arranged at either side of the wagon-body, so as to occupy a position adjacent to a fence, so as to readily take up fence-wire when it is desired to change the position of a fence, and also to pay out fence-wire and lay the same adjacent to the fence to be constructed.

The spool-carrying shaft 8 is journaled in suitable bearings of a reversible frame 10, which is adapted to be swung horizontally half-way round and adjusted laterally to change the outer end of the shaft 8 from one bearing 7 to the other. The frame 10 comprises a base 11, a top portion 12, and substantially U-shaped standards 13, disposed longitudinally of the vehicle and secured to the base and supporting the top 12. The base has mounted on it a depending bolt 14, which is located in a longitudinal slot 15 of the transverse bar 1, and which projects below the latter and receives a nut 16. The fastening device 14 forms the pivot of the reversible horizontally-swinging frame and is capable of moving longitudinally of the slot of the transverse bar to enable the spool-receiving shaft to be introduced into and removed from either of the bearings 7.

The nut 16 is provided with a handle to assist in tightening it, and a washer is interposed between the nut and the lower face of the transverse bar 1 and spans the slot 15 thereof and provides a bearing-surface for the nut.

When it is desired to reverse the frame and change the spool from one side of the wagon to the other, the nut is loosened and the bolt operates as a pivot.

When a spool is full, the frame may be swung around to bring the spool over the wagon-body to enable the spool to be conveniently removed from the shaft and placed in the wagon.

The top 12 of the frame is provided with a

longitudinal opening and has bearings for the shaft 8 and for a counter-shaft 17, which is connected by gearing with the spool-receiving shaft. The gear-wheels 18 and 19 which connect the shafts are of different diameters, the larger being keyed or otherwise fixed with the shaft 17 to increase the speed of the spool-carrying shaft. The shaft 17 has one end squared for the reception of a crank-handle 20, by which the gearing is operated.

A pawl 21 is pivotally mounted on the top of the frame and is located at one end of the opening thereof in which the gear-wheels are placed, and it engages a ratchet-wheel 22, carried by a spool-receiving shaft 8. This pawl and ratchet prevent any backward movement of the shaft in winding wire on the spool.

A brake-lever 23 is fulcrumed at one side of the top of the frame and frictionally engages the spool-receiving shaft to prevent a too rapid rotation of the same in paying out wire for fence construction. The shaft 8 is provided with an arm 24, which is adapted to engage a wire-spool to hold the same rigid with the shaft.

It will be seen that the reel-carrier is exceedingly simple and inexpensive in construction, that it is adapted to be readily mounted on a vehicle, and that it is capable of being quickly changed from one side of the vehicle to the other to enable the spool to be always arranged at the side of the fence.

It will also be apparent that it greatly facilitates the handling of fence-wire, and that when a spool is full it may be readily swung around to a position over the wagon-body to facilitate its removal.

Changes in the form, proportion, and the minor details of construction may be resorted to without departing from the principle or

sacrificing any of the advantages of this invention.

What I claim is—

1. The combination of a transverse bar designed to be mounted upon a wagon-body and adapted to project from opposite sides thereof and provided at its ends with vertical arms having bearings, a reversible frame pivotally mounted on the transverse bar and provided with a laterally-projecting spool-receiving shaft and arranged to swing horizontally to bring the shaft to either of the said bearings, whereby a spool may be located at either side of the wagon-body, substantially as described.

2. The combination of a transverse bar designed to be mounted upon a wagon-body and provided with a centrally-arranged longitudinal slot, vertical arms arranged at the ends of the transverse bar and provided with bearings, a reversible frame pivotally mounted on the transverse bar and arranged to swing horizontally from one side of the same to the other, a spool-receiving shaft projecting laterally from the frame and adapted to be carried by the same from one side of the transverse bar to the other, a fastening device depending from said frame and arranged in the slot of the transverse bar and forming the pivot of the frame, and adapted to move longitudinally of the slot to permit the shaft to be introduced into and removed from the bearings, 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.

LEMUEL D. ARNOLD.

Witnesses:  
JOHN W. AUGUR,  
JOHN C. FAIT.