

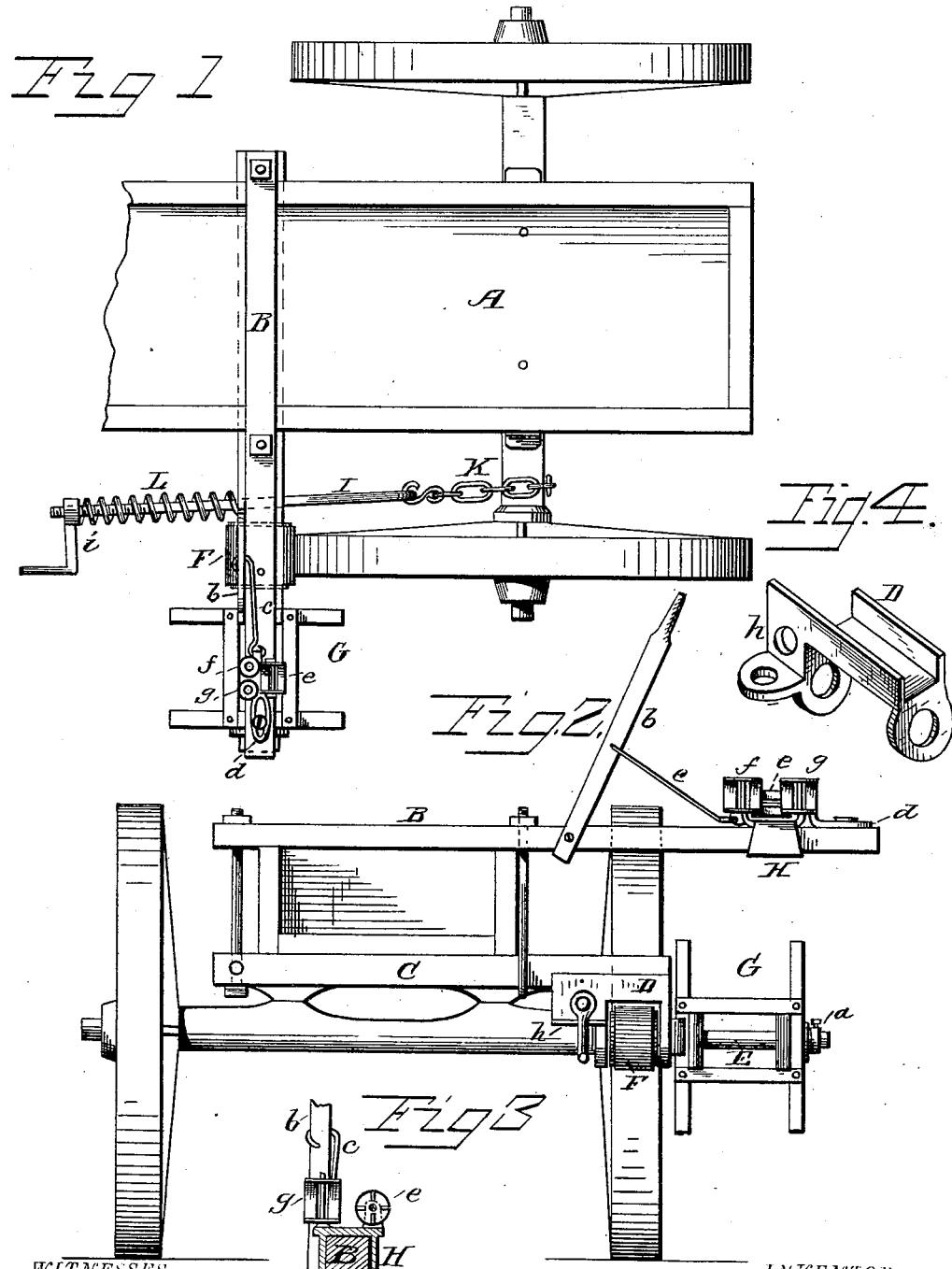
(No Model.)

A. M. MUNSON.

MACHINE FOR REELING FENCE WIRE.

No. 262,608.

Patented Aug. 15, 1882.



WITNESSES

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# UNITED STATES PATENT OFFICE.

ANDREW M. MUNSON, OF LEE, ILLINOIS.

## MACHINE FOR REELING FENCE-WIRE.

SPECIFICATION forming part of Letters Patent No. 262,608, dated August 15, 1882.

Application filed March 30, 1882. (No model.)

*To all whom it may concern:*

Be it known that I, ANDREW M. MUNSON, a citizen of the United States, residing at Lee, in the county of Lee and State of Illinois, have invented certain new and useful Improvements in Machines for Reeling Fence-Wire; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 is a representation of a plan view of my invention as applied to a farm-wagon. Fig. 2 is a front elevation of the same; Fig. 3, a detail view of the carrier, and Fig. 4 a similar view of the boxing of the friction-pulley holder.

This invention is intended for the purpose of respooling or unspooling plain or barbed fence-wire, and has for its objects to supply a long-felt want by providing a machine for such work simple in its construction, effective in its operation, and that can be readily applied to any ordinary wagon or cart for use in the field, and thereby respool or unspool the wire in a neater, more rapid, and more satisfactory manner than can be done by hand or any other means that may have been heretofore employed, and thus greatly facilitate the building or removal of wire fences. These objects I attain by the construction as shown in the drawings and hereinafter described.

In the accompanying drawings, A represents the rear portion of a farm-wagon, having connected thereto by suitable bolts horizontal bars B C, the former being placed across the top and the latter under the bottom of the wagon-body.

To the bar C, at its outer end, is fitted a boxing, D, which forms bearings for a shaft, E, having rigidly connected thereto a friction-roller, F, which is caused to bear against the periphery of one of the wheels of the wagon and furnish the motive power for revolving a spool or reel, G, also rigidly connected to the said shaft and adjusted and held thereon by means of a suitable nut, a.

On the outer portion of the bar B works a carrier, H, operated by means of a lever, b, and rod c, for the purpose of equally distrib-

uting the wire upon the spool or reel G, said carrier being prevented from slipping off of the bar by means of a stop, d, which is capable of adjustment upon the said bar to suit the carrier to the length of the spool or reel. This carrier is provided with skeleton guide-wheels e f g, the former being placed in a horizontal and the latter in a vertical position, for the purpose of straightening and guiding the wire as it comes in.

As the wheels are made skeleton, with the spokes at suitable distances apart, the barbs upon the wire will fill in the interstices, and thereby prevent the said barbs from becoming dulled or broken while passing through the guide-wheels to or from the spool or reel.

Passing through an angle-plate, h, formed with the boxing D, is a rod, I, having its outer end screw-threaded and its inner end bent around to form a loop or eye, to which is attached a chain, K, which passes around the axle of the rear wheels of the wagon, and is secured by means of a hook upon its free end to the eye or loop formed upon the inner end of the said rod. This rod I has upon it a spiral spring, L, which abuts against the boxing D, and is regulated by means of a tail-nut or screw-threaded crank, i, upon the outer end of the said rod.

The boxing D is intended to be made with an angle-plate, substantially as shown in Fig. 4, and the bar C, running under the wagon-bed, is intended to have its bolt-holes both horizontal and vertical, thus allowing the said bar to be turned either way, as may be preferred, the rod I to pass through either hole in the angle-plate.

When a wire fence is to be removed the horizontal bars, carrying the mechanism described, are suitably bolted to the wagon-body in front of the rear wheels, and the rod, having attached thereto at its inner end a chain, is passed through a hole in the angle-plate of the boxing connected to the horizontal bar on the under side of the said wagon-body, and the free end of the chain is brought around the rear axle and hooked into the eye or loop formed upon the inner end of the before-mentioned rod. The spiral spring is put on the rod with one end abutting against the boxing, in which is journaled the friction-roller, and is given the

required amount of tension by means of the tail-nut or crank upon the outer end of the rod, thus keeping the friction-roller always up firmly against the wheel should there be any 5 inequalities in its periphery. The wire is now attached to the spool or reel, which is rigidly connected to the shaft, and the team started. Motion being communicated to the friction-roller, which is also rigidly connected to the 10 shaft by means of the rear wheel of the wagon, the said roller is caused to revolve and cause the revolution of the shaft and reel, the wire being equally distributed upon the said reel or spool by the action of the carrier operated 15 by the driver with one hand while he directs the team with the other. As the wire accumulates on the spool or reel more power will be necessary to operate the same. This power is readily attained by contracting the spring by 20 means of the tail-nut or crank, being screwed up on the rod, which will cause the roller to bear with greater friction upon the wheel. Should the spool or reel begin to draw faster than the wire comes in, the roller will slip upon 25 the periphery of the wheel until the wire becomes slack again, thereby doing away with the necessity of any regulating device for the roller, as the said roller will automatically regulate itself. When the spool or reel is 30 filled with wire it is removed from the shaft and placed in the wagon, and an empty spool or reel attached to the said shaft, when the operation is repeated until the wire is perfectly reclaimed.

35 Although I have described my invention more fully as used for removing wire fences, it may be as readily employed for distributing wire when such a fence is in the course of erection.

40 I am aware that corn-planters have been in use which are designed for planting in check-rows, the same being provided with a reel rotated by frictional devices for winding or un-winding wire or cord; and I do not therefore 45 lay claim to such device; but,

Having fully described my invention, what I do claim as new, and desire to secure by Letters Patent, is—

1. In a machine for respooling or unspooling fence-wire, the combination, with the revolving reel or spool G, of the carrier H, provided with guide-wheels e f g, said carrier adjustable upon the bar B, substantially as and for the purpose set forth. 50

2. The horizontal bar C, having at its outer end a boxing, D, substantially of the form shown and described, in combination with the friction-roller F, shaft E, and reel G, as and for the purpose set forth. 55

3. In a machine for respooling or unspooling fence-wire, the horizontal bars B C, boxing D, and friction-roller F, journaled therein by means of the spool or reel shaft E, in combination with the rod I, chain K, and spiral spring L, substantially as and for the purpose 60 specified. 65

4. In a machine for respooling or unspooling fence-wire, the combination, with the adjustable carrier H, provided with guide-wheels e f g, of the adjustable stop d, substantially as and 70 for the purpose described. 75

5. A machine for respooling or unspooling fence-wire, consisting of the horizontal bars B C, boxing D, shaft E, friction-roller F, adjustable carrier H, operated by a rod and lever, c b, 75 rod I, chain K, and spiral spring L, said machine adapted to be bolted to any ordinary wagon, and operated by the frictional contact of the friction-roller with one of the wheels of the said wagon, substantially as shown and 80 described.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

ANDREW M. MUNSON.

Witnesses:

ANDREW H. OLSEN,  
A. M. FELCH.