Nov. 2, 1926. 1,605,710

J. C. FORD

POLE BUTT

Filed June 15, 1926 2 Sheets-Sheet 1

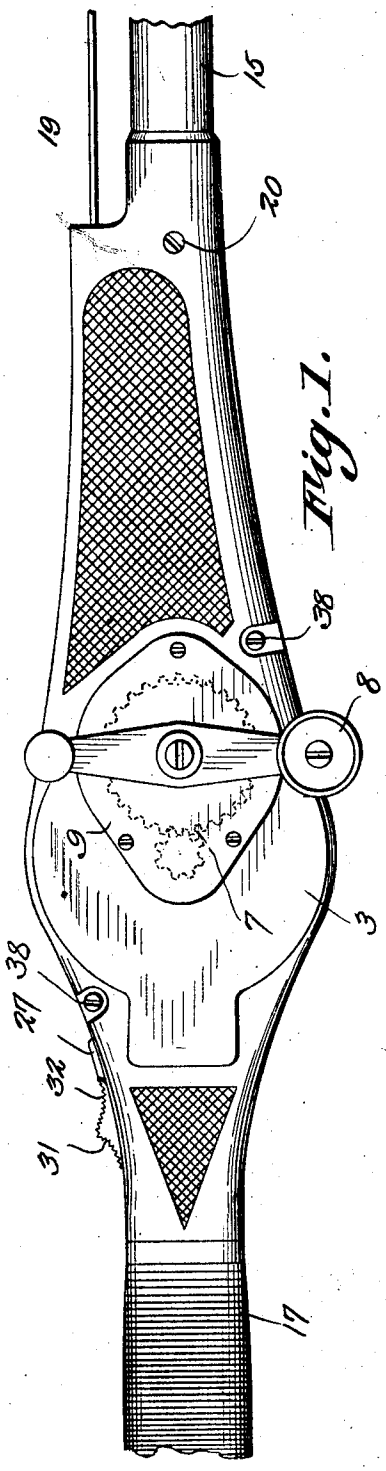


Fig. 1.

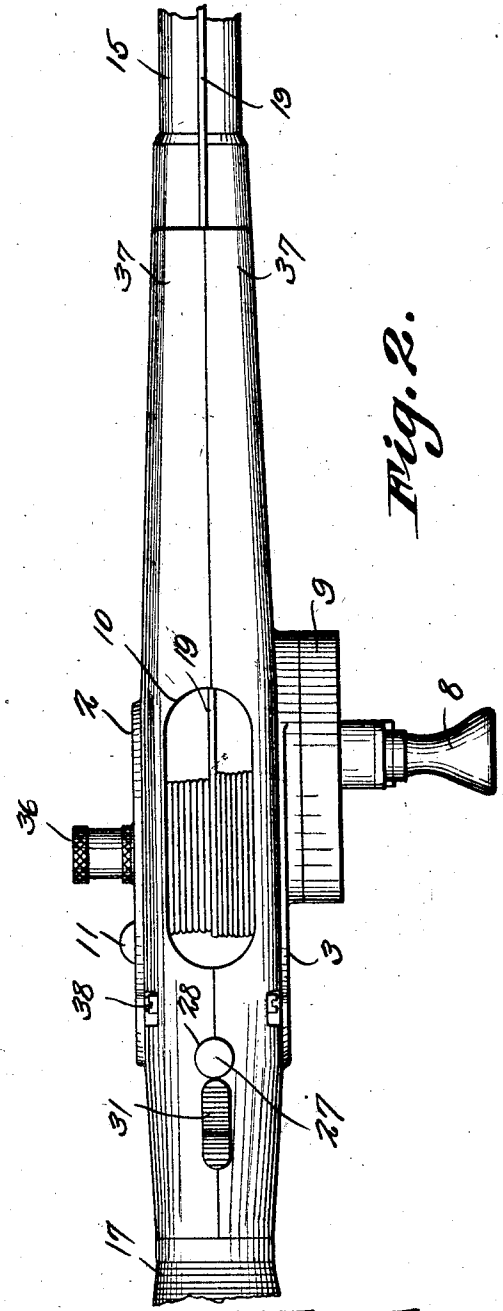


Fig. 2.

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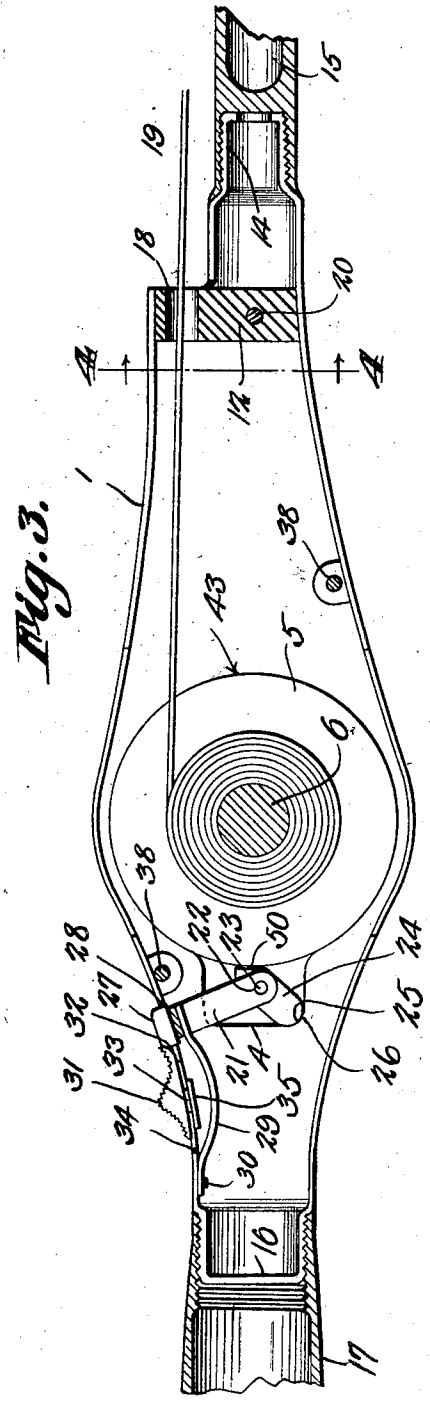


Fig. 3.

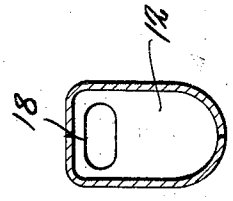


Fig. 4.

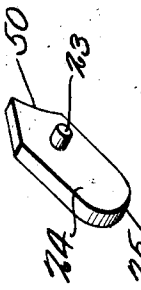


Fig. 5.

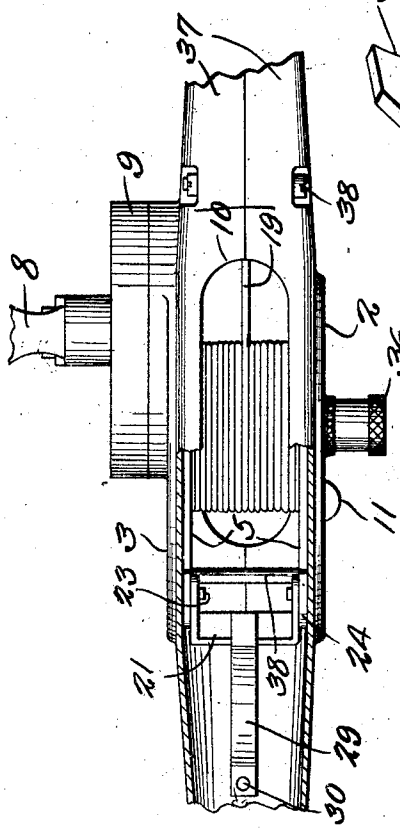


Fig. 6.

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Patented Nov. 2, 1926. 1,605,710

UNITED STATES PATENT OFFICE.

JOHN C. FORD, OF WOODBURY, NEW JERSEY.

POLE BUTT.

Application filed June 15, 1926. Serial No. 116,148.

This invention aims to provide a novel pole butt, made of aluminum or the like, and adapted to withstand severe usage, novel means being provided for housing the reel. Another object of the invention is to supply a novel brake for the reel.

It is within the province of the disclosure to improve generally and to enhance the utility of devices of that type to which the invention appertains.

With the above and other objects in view which will appear as the description proceeds, the invention resides in the combination and arrangement of parts and in the details of construction hereinafter described and claimed, it being understood that changes in the precise embodiment of the invention herein disclosed, may be made within the scope of what is claimed, without departing from the spirit of the invention.

In the drawings:—

Figure 1 shows in side elevation, a device constructed in accordance with the invention;

Figure 2 is a top plan;

Figure 3 is a longitudinal section;

Figure 4 is a cross section on the line 4—4 of Figure 3;

Figure 5 is a perspective view showing one of the brake blocks;

Figure 6 is a fragmental bottom plan, wherein parts are broken away.

The device forming the subject matter of this application preferably is made of aluminum and includes a casing 1 having oppositely disposed lateral offsets 2 and 3 forming depressions 43 within the casing 1 at the sides thereof, the depressions 43 having extensions 4 which open inwardly into the casing 1, as shown in Figure 3. Into the depressions 43 extends the heads 5 of a reel, the reel being carried by a shaft 6 journaled at one end in a bearing 36 carried by the offset 2. The shaft 6 is operated in the usual way, by means of a multiplying gear 7 operated by a crank 8. The multiplying gear 7 is located in a gear case 9 carried by the offset 3. The casing 1 has oppositely disposed openings 10 exposing the reel and the line 19 that is wound thereon. The knob which controls the click is designated by the numeral 11. In the forward end of the casing 1, a partition 12 is held by securing elements 20, the partition having an opening 18 through which the line 19 passes. In front of the partition 12, the casing is reduced to form an extension 14 on which is threaded a pole socket 15. The rear end of the casing 1 is reduced as at 16, and upon the reduced part 16 of the casing 1, a handle 17 is threaded.

Located within the casing 1 behind the reel and disposed transversely of the casing, is a U-shaped carrier 21, the arms of which have openings 22 receiving pivot elements 23 mounted securely in brake blocks 24 having rounded ends 25. The brake blocks 24 extend into the recesses 4 and are fulcrumed in the corners 26 of the recesses or depressions 4, the forward ends of the brake blocks 24 being beveled off as at 50, so as to cooperate with the edges of the heads 5 of the reel. On the intermediate portion of the U-shaped carrier 21 is a button 27 which is slidable in an opening 28 in the casing 1, the button being accessible from a point without the casing. The numeral 29 marks a spring tongue located within the casing 1, one end of the spring tongue being secured at 30 to the casing, and the other end of the spring tongue engaging the intermediate portion of the carrier 21, so as to move the carrier outwardly and relieve the pressure of the beveled ends of the brake blocks 24 on the heads 5 of the reel. The numeral 31 marks a safety slide having an inclined end 32, the slide including a neck 33 mounted to move lengthwise of the casing 1 in a slot 34 in the casing, the neck being equipped at its inner end with a foot 35 which holds the slide 31 on the casing, for reciprocation.

The casing 1 may be divided longitudinally to form laterally separable parts 37, the parts 37 being held together by securing devices 38. The construction last above described of course facilitates the assembly and taking down of the reel, brake mechanism, and the like.

In practical operation, the U-shaped carrier 21 is moved inwardly by pressure exerted on the button 27, the rounded ends 25 of the brake blocks 24 fulcruming in the corners 26 of the depressions or recesses in the sides of the casing 1, and the beveled ends 50 of the brake blocks being brought into contact with the edges of the heads 5 of the reel. When the pressure on the button 27 is relieved, the spring 29 will move the carrier 21 outwardly so that the brake blocks no longer exert a pressure on the heads 5 of the reel. When it is desired to

hold the brake blocks in contact with the heads on the reel, for instance, when trolling, the safety slide 31 may be advanced, the inclined end 32 of the safety slide cooperating with the button 27 to hold the carrier 21 inwardly and to maintain the ends 50 of the brake blocks 24 in engagement with the edges of the heads 5 of the reel. The safety slide 31 can be moved when force is exerted against it by the thumb of the operator, but the slide has a sufficiently strong frictional engagement with the casing so that the slide can be employed as hereinbefore described, to hold the carrier 21 thrust inwardly, with the brake blocks 24 in engagement with the edges of the heads 5 of the reel.

What is claimed is:—

1. In a device of the class described, a casing having depressed offsets, a reel journaled in the casing, a carrier movable in the casing, brake blocks pivoted to the carrier and held by the carrier in the offsets, the brake blocks having free ends engaged with the casing within the offsets to form fulcra for the brake blocks and means for operating the carrier from a point without the casing to cause the brake blocks to bear against the heads of the reel.

2. A device of the class described, constructed as set forth in claim 1, and further characterized by the provision of spring means cooperating with the carrier to retract the brake blocks with respect to the heads of the reel.

3. A device of the class described, constructed as set forth in claim 1, and further characterized by the provision of a slide mounted to reciprocate on the casing and cooperating with said means to hold the brake blocks in engagement with the heads of the reel.

4. In a device of the class described, a casing having depressions provided with offsets, a reel journaled in the casing and provided with heads extended into the depressions, a carrier movable in the casing, brake blocks pivoted to the carrier and held by the carrier in the offsets, the brake blocks having free ends engaged with the casing within the offsets to form fulcra for the brake blocks, and means for operating the carrier from a point without the casing to cause the brake blocks to bear against the heads of the reel.

In testimony that I claim the foregoing as my own, I have hereto affixed my signature.

JOHN C. FORD.