March 28, 1939. E. C. BAKER 2,152,233

SPLIT LINE WEIGHT

Filed July 26, 1938

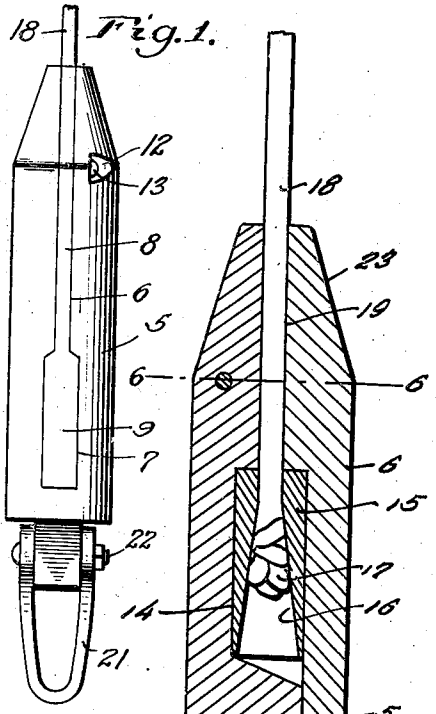


Fig. 1.

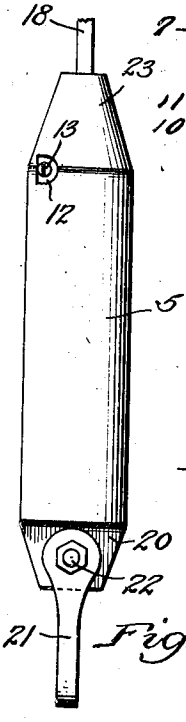


Fig. 2.

Fig. 4.

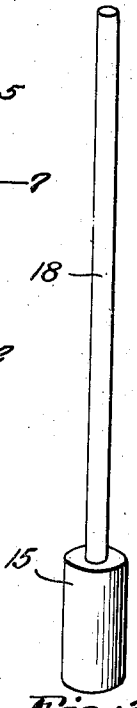


Fig. 3.

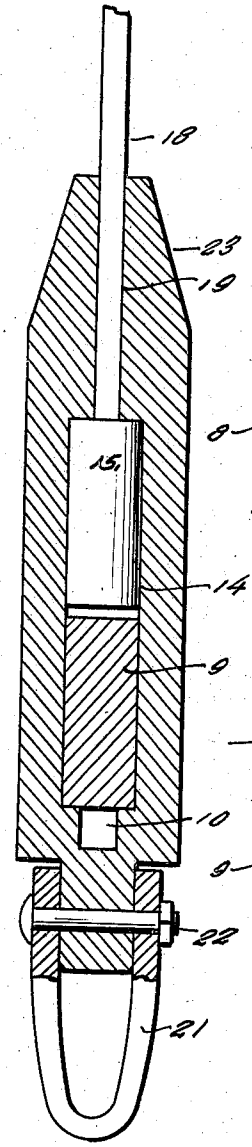


Fig. 5.

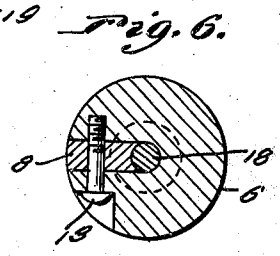


Fig. 6.

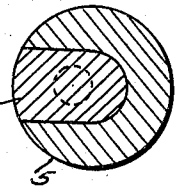


Fig. 7.

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SPLIT LINE WEIGHT

Ernest C. Baker, Seminole, Okla.

Application July 26, 1938, Serial No. 221,459

2 Claims. (Cl. 255—26)

This invention appertains to new and useful improvements and relates to a safety split line weight which has among its objects to eliminate two hook-up links and two or three wire line clips with a loop on the end of the line as is used at present.

Another object of the invention is to provide a weight which is easy to apply or take off of the line.

Another important object of the invention is to provide a weight of the character stated which will be a considerable safety factor for the workmen especially the man on the rod board, as the tool is smooth in construction, eliminating chance of injury to the man on the rod board.

Other objects and advantages of the invention will become apparent to the reader of the following specification.

In the drawing:—

Figure 1 represents a front elevational view.

Figure 2 is a side elevational view.

Figure 3 is a fragmentary perspective view showing the wedge bushing and line.

Figure 4 is a longitudinal sectional view.

Figure 5 is a longitudinal sectional view taken at right angle to the section shown in Figure 4.

Figure 6 is a section on the line 6—6 of Figure 4.

Figure 7 is a section on the line 7—7 of Figure 4.

Referring to the drawing wherein like numerals designate like parts, it can be seen that numeral 5 represents the body of the weight which is formed with the longitudinally extending slot 6 opening into a pocket 7 at the lower portion of the body 5. Numeral 8 represents the retainer bar which fits snugly into the slot 6 and which at its lower portion is provided with the head 9 snugly fitting in the pocket 7. The bottom of the pocket is formed with the recess 10 which receives the lug 11 on the lower end of the head 9. One side of the body 5 is formed with the indentation 12 and bored from this point into the body and traversing the slot 6 is an opening through which is disposed the screw 13, this screw passing through an opening in the detent member 8. The detent member 8 is reduced at its intermediate portion as at 14 to accommodate the bushing 15 which has the tapered opening 16 therethrough for receiving the knot 17 of the line 18, which line extends through the bore 19 of the body 5.

The lower portion of the body 5 is provided with the reduced extension 20 to which the clevis 21 is swingably connected as at 22.

The upper end of the body 5 as well as the lower portion of the body 5 and the detent member 8 are beveled off as at 23 so that there will be no likelihood of the weight catching against obstacles.

While the foregoing specification sets forth the invention in specific terms, it is to be understood that numerous changes in the shape, size and materials may be resorted to without departing from the spirit and scope of the invention as claimed hereinafter.

Having described the invention, what is claimed as new is:

1. A line weight comprising a weight body having a slot therein, said slot extending from one end longitudinally to terminate inwardly of the opposite end of the body, said body at the last-mentioned end of the slot being formed with a recess, a detent member having an opening at one end and a reduced lug at its opposite end, said lug being adapted for engagement in the recess, the end of the body through which the slot opens being formed with an opening therethrough with which the opening in the end of the detent is registrable, and a keeper element for disposition through the registering openings to prevent the lug end of the detent from becoming displaced from the recess in the weight body, said body being formed with a longitudinally extending bore and a knot-receiving bushing in the body and against which the detent bears to prevent displacement of the bushing.

2. A line weight comprising a weight body having a slot therein, said slot extending from one end longitudinally to terminate inwardly of the opposite end of the body, said body at the last-mentioned end of the slot being formed with a recess, a detent member having an opening at one end and a reduced lug at its opposite end, said lug being adapted for engagement in the recess, the end of the body through which the slot opens being formed with an opening therethrough with which the opening in the end of the detent is registrable, and a keeper element for disposition through the registering openings to prevent the lug end of the detent from becoming displaced from the recess in the weight body, said body being formed with a longitudinally extending bore and a knot-receiving bushing in the body and against which the detent bears to prevent displacement of the bushing, said recess being of tapered form to facilitate engagement of the lug into the same.

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