(No Model.)

T. H. CHUBB.

Metallic Reel Seat for Fishing Rods.

No. 235,513. Patented Dec. 14, 1880.

Fig. 1.

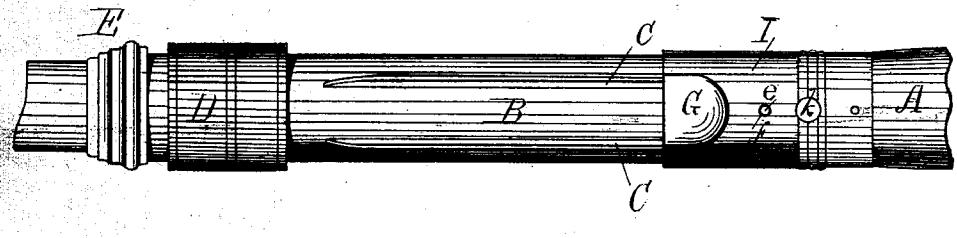


Fig. 2.

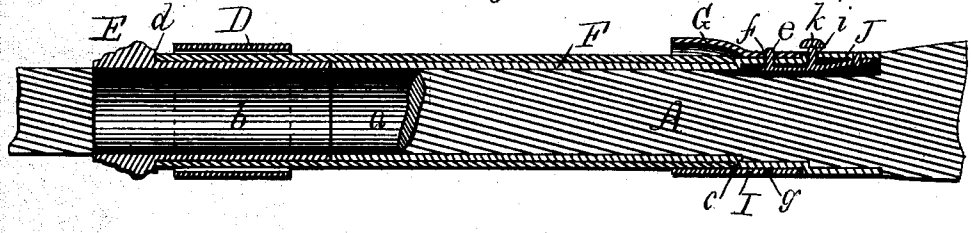
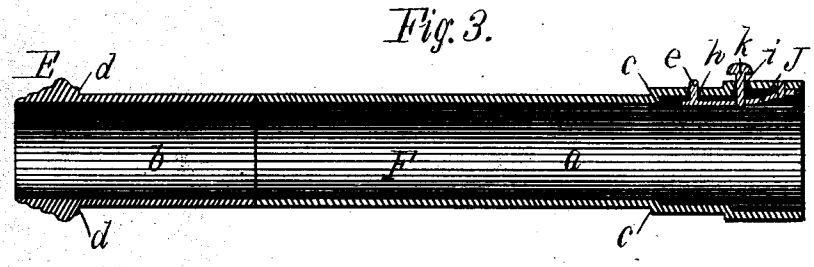


Fig. 3.



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UNITED STATES PATENT OFFICE.

THOMAS H. CHUBB, OF POST MILLS, VERMONT.

METALLIC REEL-SEAT FOR FISHING-RODS.

SPECIFICATION forming part of Letters Patent No. 235,513, dated December 14, 1880.

Application filed May 10, 1880. (No model.)

To all whom it may concern:

Be it known that I, THOMAS H. CHUBB, residing in Post Mills, county of Orange, State of Vermont, have invented certain Improvements in Reel-Seats for Trolling-Rods, of which the following is a specification.

This invention relates to the construction of tubular metallic "reel-seats," so called, for the butts of fishing-rods; and it consists in means for enabling such seat to be turned or rotated upon the rod-butt, in order that the reel may be changed in position from one side of the butt to the other should the latter become sprung or set in one direction, my improvement being applicable to "double-guide" rods, so called—that is, rods containing guides or rings upon two opposite sides, in order that the position of the rod may be reversed, and thereby equalize the strain upon it, to prevent its becoming bent or set out of a straight line.

To this end my invention consists in applying the reel-seat in such manner as to permit it to be rotated upon the rod, and in providing a suitable spring-latch or adjustable stop, to confine a movable seat in one of its two positions with respect to the double set of rings upon the rod.

The drawings accompanying this specification represent, in Figure 1, an elevation, and in Fig. 2 a longitudinal section, of the lower end of a fishing-rod butt with my improvements added to it. Fig. 3 is a view of the lower bearing-tube with its spring-latch.

In the above-named drawings, A represents the lower end of a fishing-rod butt, and B the tubular reel-seat encompassing such butt, the longitudinal fins or guides which inclose and guide the reel-band being shown at C C, while the loose clasp-ring is shown at D, and the fixed stop-ring at E.

In carrying out my present improvements I mount the reel seat or tube B upon the butt in such manner that it may be rotated upon the latter, and in order that the tube may find a true and smooth bearing upon the butt I employ an intermediate tube, F, which is secured immovably to the butt, and in order to prevent endwise slipping or misplacement of the outer tube upon the inner I form the latter in two parts, *a b*, each having a shoulder, *c* or *d*, against which the adjacent end of the outer tube abuts.

The shoulder *d* of the upper portion, *b*, of the inner tube constitutes the stop-ring to prevent the escape of the clasp-ring D, and thus performs a double function. It is preferably struck up from the metal of the tube, in lieu of being an independent piece riveted or soldered to it.

The socket to receive the lower end of the reel-plate is shown at G as struck up from the periphery of a sleeve, I, which encompasses and is brazed to the lower end of the tube B—in fact, constitutes the lower end of such tube and moves with it.

To lock the reel-seat B in either of its two stationary positions upon opposite sides of the butt I employ a spring-latch, (shown at J in the drawings as a plate-spring,) placed upon the inside of the tube *a*, and secured at one end to the latter, while at its free end it carries an outwardly-projecting stud, *e*, which operates with two oppositely-disposed holes, *f* or *g*, formed in the lower end of the tube B, such stud also passing through a hole, *h*, in the tube *a*, and is provided with a pressure button or knob, *k*, extending through a second hole, *i*, in the said tube *a*, below the tube B, and by means of which the spring-latch may be pressed inward and its spur released from engagement with such one of the holes *f* or *g* as it may be at the time in, the material of the butt being cut away to permit of this movement of the spring-latch.

The holes *f g* and the latch J are arranged in such relation to the two sets of guide-rings of the rod as to lock the tube in such position that its fins or ribs, which determine the position of the reel, are in alignment with one or the other of the sets of rings, as the case may be.

Should the rod become permanently bent or set in one direction by continued use, the reel-seat B may be turned half-way about the butt and the rings upon the other side of the rod brought into play, thereby reversing the strain upon the rod and keeping it in a comparatively straight condition.

Heretofore in double-guide rods the reel-seat has been secured immovably to the butt, and provided upon opposite sides with the guides or fins which support the reel-plate. This method is objectionable in several respects, which it is the purpose of my present improvement to overcome.

I would state that I do not restrict myself to the precise manner herein shown of mounting the reel-seat B upon the butt, as the inner bearing-tube may be omitted and the reel-seat mounted directly upon the butt; but in this case independent rings must be employed to confine the outer tube to the butt, and the shrinking and swelling of the butt would interfere with the proper action of the reel-seat; or, again, the inner tube, *a*, may be in one piece and the abutments or rings to confine the reel-band in place be independent of it and secured to the butt.

The inner tube provides a perfect bearing for the reel-seat, and prevents rattle or play of the latter; hence I prefer to employ it.

I do not here claim a reel-seat consisting of a seamless tube having struck-up guide fins or projections. This feature I have made the subject of a separate application for Letters Patent of even date herewith.

I claim—

1. The combination, with a fishing-rod butt, of a rotating reel-seat, substantially as herein-before set forth.

2. In fishing-rods, a tubular reel-seat encompassing and capable of rotating upon the butt of the rod, to correspond to the two sets of line-rings upon a rod.

3. In combination with a tubular reel-seat capable of rotating upon the butt of the rod, an inner tube secured to the butt and constituting a bearing for the reel-seat.

4. In combination with the rotary reel-seat, a stop-ring adapted to prevent the escape of both the reel-seat and clasp-ring.

5. The combination, with the butt and the rotary reel-seat, of the intermediate bearing-tube as made in two parts, one containing the integral stop-ring to prevent escape of the reel-seat from above, and the other containing a shoulder to prevent escape of the reel-seat from below.

6. In combination with the rotary reel-seat and the butt, a spring-latch stationary with the butt and operating to lock the reel-seat in alignment with the rings upon the rod.

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Witnesses:
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