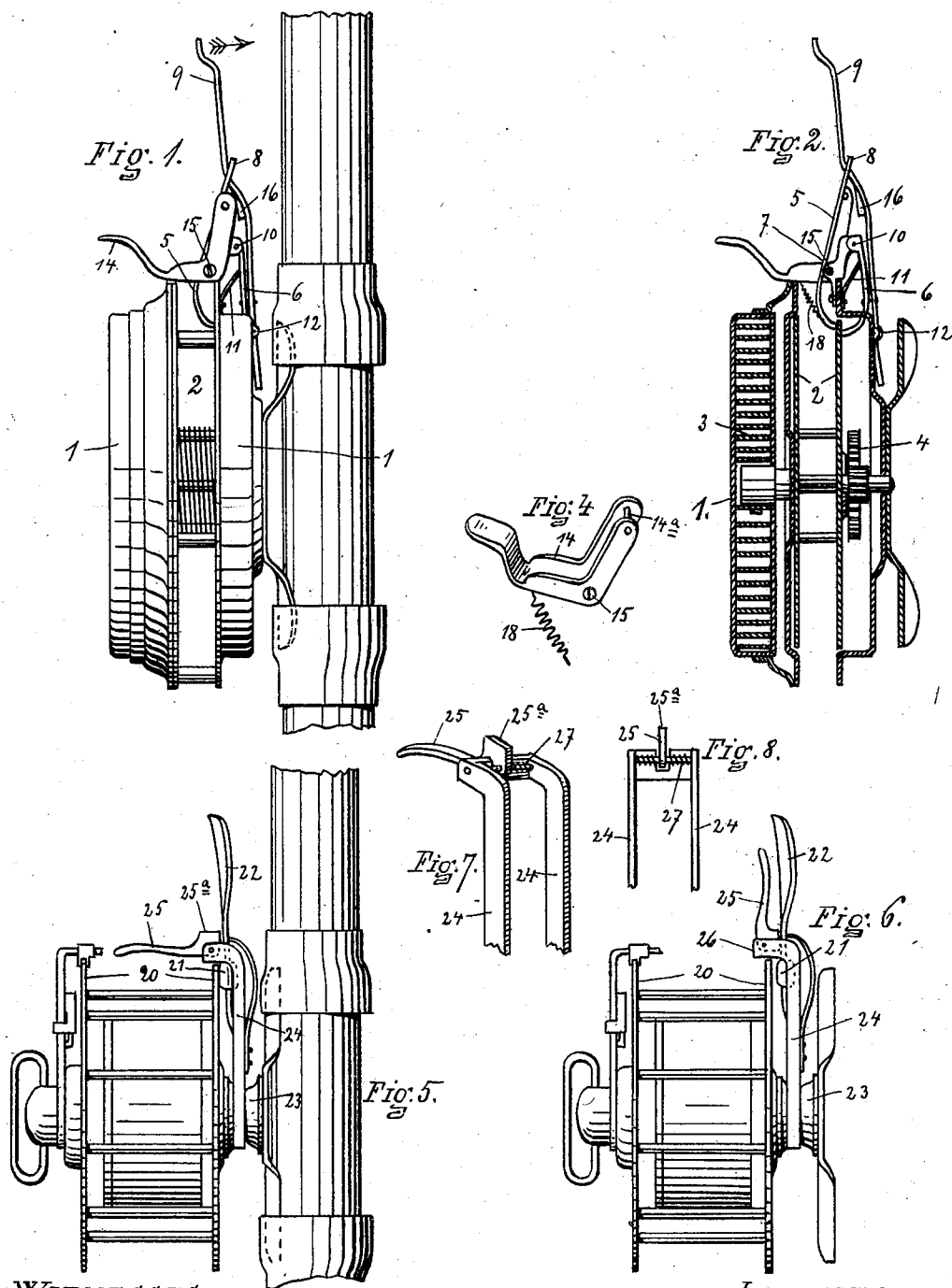


H. E. VAN ALSTYNE.
FISHING REEL.

APPLICATION FILED FEB. 25, 1903.

NO MODEL.

2 SHEETS—SHEET 1.



WITNESSES
Rich. A. George
S. A. Brown.

INVENTOR
HARRY E. VAN ALSTYNE
By Milton C. Robinson
ATTORNEY.

No. 742,260.

PATENTED OCT. 27, 1903.

H. E. VAN ALSTYNE.
FISHING REEL.

APPLICATION FILED FEB. 25, 1903.

NO MODEL.

2 SHEETS—SHEET 2.

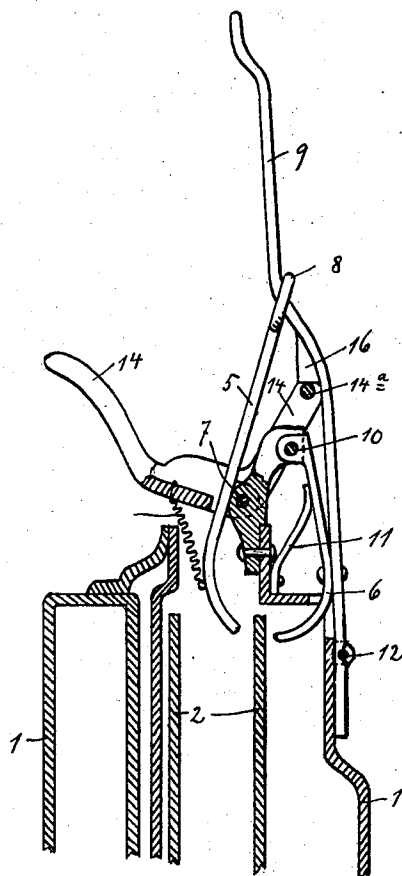


Fig. 3.

WITNESSES

Rich. A. George

S. A. Brown.

INVENTOR

HARRY E. VAN ALSTYNE

By Milton C. Robinson

ATTORNEY.

UNITED STATES PATENT OFFICE.

HARRY E. VAN ALSTYNE, OF ILION, NEW YORK, ASSIGNOR TO MARTIN
AUTOMATIC FISH REEL COMPANY, OF ILION, NEW YORK.

FISHING-REEL.

SPECIFICATION forming part of Letters Patent No. 742,260, dated October 27, 1903.

Application filed February 25, 1903. Serial No. 145,009. (No model.)

To all whom it may concern:

Be it known that I, HARRY E. VAN ALSTYNE, of Ilion, in the county of Herkimer and State of New York, have invented certain new and useful Improvements in Fishing-Reels; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the numerals of reference marked thereon, which form part of this specification.

The object of my invention is to provide a lock for securing in released position the brake of an automatic fish-line reel, which lock is conveniently arranged with reference to the brake for manipulation and is adapted to be automatically released.

In an automatic fish-line reel of the class to which my invention appertains there is provided a spring in the nature of a clock-spring for rotating the reel and winding up the line. The reel is held in check ordinarily by a brake.

In order to let the reel operate to wind up the line, the brake has to be released, and as ordinarily provided the brake is operated by the little finger of the hand of the operator. When the brake has to be held so as to allow the reel to run freely for any considerable length of time the operation becomes tiresome. The lock which I have provided for holding the brake out of operation is arranged to be conveniently and easily operated also by the little finger of the hand of the operator and when operated will hold the brake out of engagement with the reel continuously without further effort until the lock is thrown out of operation, which is done automatically upon operating or attempting to operate the brake-lever in the usual manner.

In the drawings which accompany and form a part of this specification, Figure 1 shows a side elevation of a reel applied to a portion of a pole with my improvements thereon. Fig. 2 shows the same reel partially in section with the lock out of operative position and the brake in operation. Fig. 3 shows, on an enlarged scale, a portion of the construction shown in Fig. 2 in the same manner with the lock in operative position and the brake freed

from the reel. Fig. 4 shows a perspective view of the main portion of the lock. Fig. 5 shows a modified form of construction of reel with a modified form of the brake-lock mechanism, the brake being shown in this figure in engagement with the reel and the lock out of operation. Fig. 6 shows the same reel and lock shown in Fig. 5 with the lock in operation and the brake out of engagement with the reel. Fig. 7 shows a perspective view of a portion of the mounting of the lock of this latter construction, and Fig. 8 shows a bottom view of the parts shown in Fig. 7.

Referring to the reference-figures in a more particular description, 1 indicates the reel body or casing, which is adapted to be secured to a fishing-pole and which contains the rotary reel 2 and, among other things, the spring 3 and gearing 4, by means of which the spring rotates the reel. The brake consists in this construction essentially of a pair of fingers 5 and 6, adapted to pinch one of the disks or plates forming a portion of the reel. The finger 5 is pivoted at 7 and at its outer end at 8 engages with the brake lever or controller 9. The finger 6 is pivoted at 10 on a fixed part of the frame and also engages with the brake lever or controller 9 and is thrown into open position when the brake-lever will permit by the spring 11. The brake-lever 9 is secured on the frame at 12 and is itself a spring operating to move to a position away from the pole, along the side of which it is adapted to project, as appears from Fig. 1. The brake-lock consists of the bell-crank lever 14, which is pivoted to the frame at 15 (in common with 7) and as to one of its arm portions is made double and provided with a cross-pin 14^a. This cross-pin is adapted to engage with the side of a projection 16, suitably located on and secured to the brake-lever or controller 9 and also adapted to engage on the abrupt shoulder on the same on the end toward the body of the reel. For throwing the lock-lever 14 from the position shown in Fig. 3 to that shown in Figs. 1 and 2 when opportunity to do so is presented there is provided a small light spring 18, secured at one end to the handle portion of the lever 14 and at the other to the end of the finger 5.

When the brake is in the position shown in

Figs. 1 and 2, the fingers or pincers 5 and 6 grip the reel and secure it against rotation. The reel may be freed by moving the brake lever or controller 9 toward the pole. This operation is usually performed with the little finger. Upon releasing the lever 9 it will assume its normal position and apply the brake. Under ordinary usage, as in casting, &c., the device would be operated in this way. However, when a fish is secured, and particularly a large one, which cannot be captured at once, and when it is desired to have the reel playing freely under the influence of the spring 3 to take in or let out the line, as the case may require, the operator reaches farther toward the body of the reel, also with the little finger, and securing hold of the lock-lever 14 moves it over from the position shown in Figs. 1 and 2 to that shown in Fig. 3. In this operation the pin 14^a rides on the block 16, forcing the brake-lever 9 down and releasing the brake until a point is reached where the pin 14^a drops in behind the shoulder on the projection 16. In this position all of the parts become locked in the position shown in Fig. 3 with the reel free, except as to the spring 3, and no further effort is required to maintain the parts in this position. When it is desired to bring the brake into operation again, the operator simply moves the lever 9 a slight distance farther toward the pole, which will relieve the pressure against the lock-lever 14, and when released it will be instantly returned to its normal open position by the spring 18. The lever 9 can then be released and the brake will come into operation.

In the modified form of construction shown in Figs. 5 to 8, inclusive, an uninclosed reel 20 is shown mounted on a pole in the usual manner and provided with an internal spring and gearing for rotating the reel in winding up the line. In this case the brake consists of a face or pad 21, adapted to engage one of the plates or disks of the reel and mounted on a spring brake-lever 22. This lever is secured on the base 23 of the reel and projects along the side of the pole in convenient position to be operated. Supported by arms 24 from the base is the lock-lever 25 of this construction. The lock-lever 25 is mounted on a shaft 26 and provided with a spring 27 for returning it to its open or unlocked position. This lever is also provided with a projection 25^a having a flat shoulder 25^a. By turning the lever 25 from the position in which it is shown

in Fig. 5 to that in which it is shown in Fig. 6 the brake-lever 22 is forced down and held by the projection 25^a taking a position between the side of the brake-lever and the pivot of the locking-lever, as clearly appears from Fig. 6. In this position the friction face or pad 21, it will be observed, is held out of engagement with the reel, leaving the reel free to rotate. By further depressing the lever 22 by power applied directly to it the lock-lever 25 will be released and instantly returned to its unlocking position under the influence of the spring 27, when the regular brake-lever 22 is then at liberty to take control of the reel.

It is evident that numerous other modifications and modified forms of my invention may be made without departing from the spirit of the invention.

What I claim as new, and desire to secure by Letters Patent, is—

1. In a fishing-reel, the combination of the line-reel, an automatically-operating brake for the line-reel, manual means for controlling the brake, manually-operated means for operating to locked position and locking the brake-controller and a spring for operating the locking means to inoperative position when control of the brake by means of the controller is assumed, substantially as set forth.

2. In a fishing-reel the combination of the line-reel, an automatically-operating brake for the line-reel, manual means for disengaging the brake, a manual lock for securing the brake in inoperative position and means for automatically operating the lock to inoperative position when control of the brake by the manual means is assumed, substantially as set forth.

3. In a fishing-reel, the combination of the body, the line-reel, a spring operating the line-reel, a brake automatically engaging the reel, means for manually disengaging the brake, means for locking the brake in disengaged position, and means for automatically disengaging the lock when control of the brake is assumed by the manual means, substantially as set forth.

In witness whereof I have affixed my signature, in presence of two witnesses, this 19th day of February, 1903.

HARRY E. VAN ALSTYNE.

Witnesses:

J. W. BELLINGER,
A. F. BELLINGER.