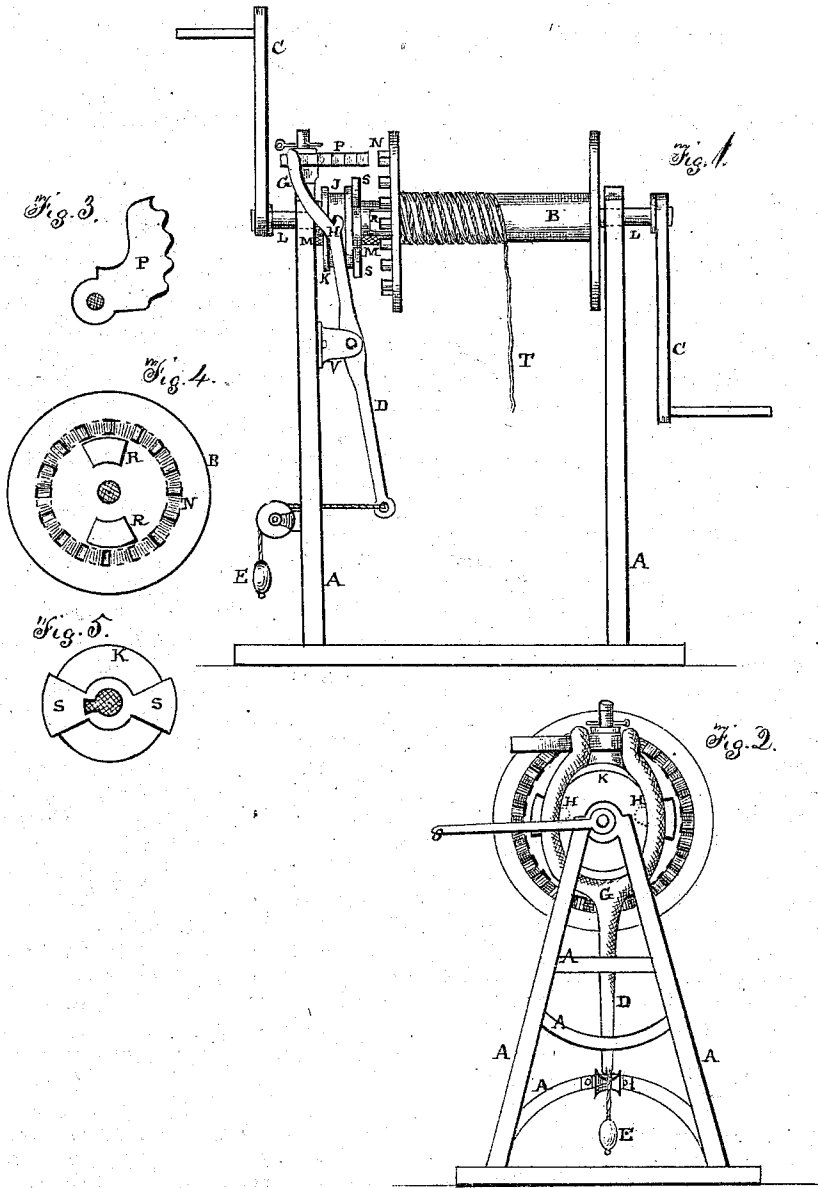


W. H. KANNÉ.
Oyster Winders.

No. 136,737.

Patented March 11, 1873.



Witnesses-

Edm. F. Brown.

D. P. Fowler

William H. Kanne

Inventor

By his Atty. S. T. Deigart

UNITED STATES PATENT OFFICE.

WILLIAM H. KANNE, OF BALTIMORE, MARYLAND.

IMPROVEMENT IN OYSTER-WINDERS.

Specification forming part of Letters Patent No. 136,737, dated March 11, 1873.

To all whom it may concern:

Be it known that I, WILLIAM H. KANNE, of the city of Baltimore, county of Baltimore and State of Maryland, have invented an Improved Oyster-Winder for dredging oysters; and I do hereby declare the following to be an exact description thereof, reference being had to the accompanying drawing and to the letters of reference marked thereon making a part of this specification, in which—

Figure 1 represents a side elevation of the machine to be attached to a boat; Fig. 2, an end view of the same. Fig. 3 is a top view of the curved rack that gears into the teeth of the flange of the cylinder, the flange as shown at Fig. 4. Fig. 5 represents the inside of the pulley or grooved wheel with its locking-blocks.

The nature of my invention consists in the construction of the upright locking-lever clutching the pulley, moving and shifting it backward and forward, and arranged with the rack at top and weight below to lock or unlock the windlass that is self-reversing, without carrying back or revolving the crank, thus preventing injury to the operator while dredging for oysters.

A represents the frame; B, the windlass or cylinder; C C, the cranks; D, the upright lever with its weight E below, and gearing and ungearing oval frame G at top. H H are sliding pins on the inside of the oval frame G that fit into the groove J of the gearing-pulley K, the pulley K revolving with the axle L of the windlass B, and sliding backward and forward on the projecting-guide M on the axle L. N is a cog-gearing attached to the outside of the flange of the cylinder B; into which the teeth of the curved rack P at top gear. The rack P also operates and revolves upon a pivot at the top of the frame G. There are two square-locking blocks, R R, on the one side of the flange of the windlass B and inside of the circle of the cogs or teeth N, and two corre-

sponding locking-blocks S S on the inside of the pulley K that fit in between the blocks R R so as to lock the windlass when required. The lever D operates on a fulcrum, V, on the inside of the frame A, and operates the pulley K at top by the pins H H moving and shifting the pulley backward and forward and locking or unlocking the windlass, when required, by the draw of the weight E upon the lever D, which prevents the crank from being rapidly revolved or flying backward and injuring the operator, and also prevents the machine from being injured or broken when the dredge at the end of the rope T might suddenly come in contact with a rock or any stationary obstruction in the water while the dredge is being reeled up or while the dredge is dragging for oysters, and the boat is moving forward, and the windlass B in operation, and as the dredge strikes any obstruction in the water, the rope T, instead of snapping or tearing down the windlass, the draw upon the windlass reverses the windlass, the rack P is thrown back and out of gear, and the rope unwinds with the revolving windlass that revolves loosely and independently of the axle or shaft L without carrying back or revolving the crank C that remains still and stationary in the hands of the operator.

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

The combination of the upright locking and unlocking lever D with its oval frame G, pins H H operating in the groove of the shifting-pulley K, and curved rack P gearing into the teeth N of the loose and reversible windlass B and the locking-blocks R R and S S, when constructed, arranged, and operating as herein described, and for the purpose of dredging oysters, as set forth.

WILLIAM H. KANNE.

Witnesses:

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