(No Model.) 2 Sheets—Sheet 1.

O. COOK.

OYSTER DREDGE.

No. 373,646. Patented Nov. 22, 1887.

Fig. 1

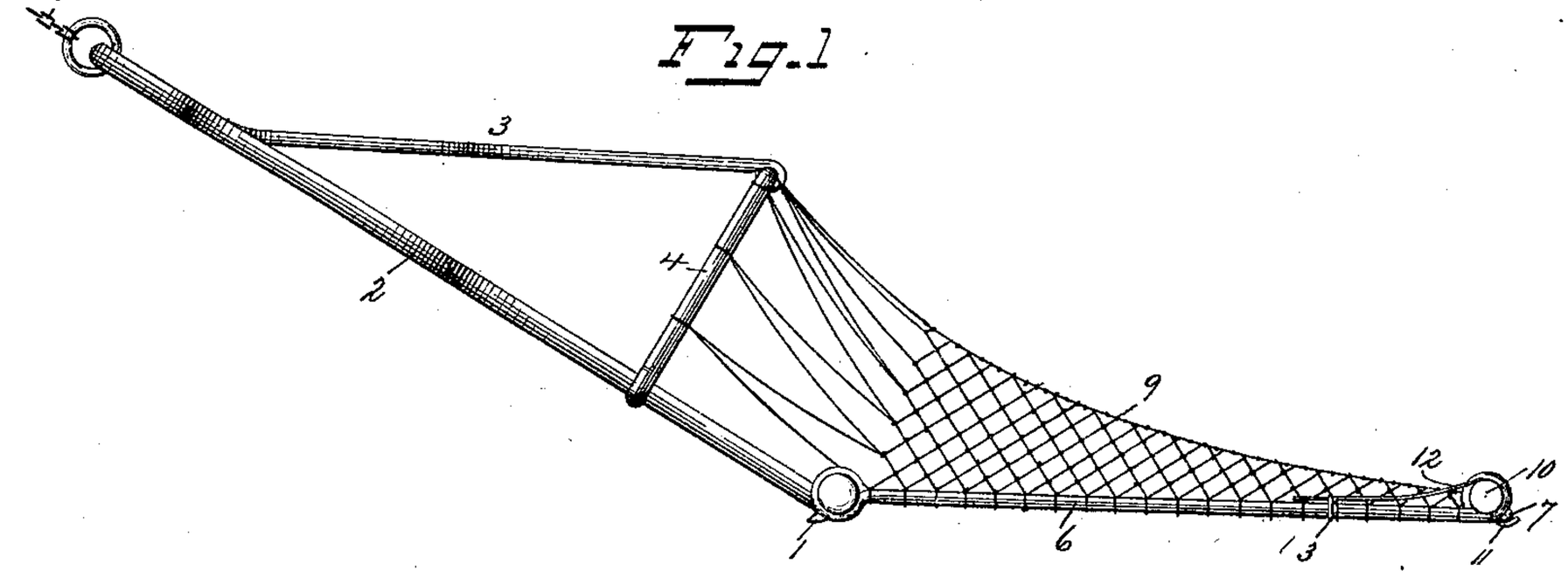
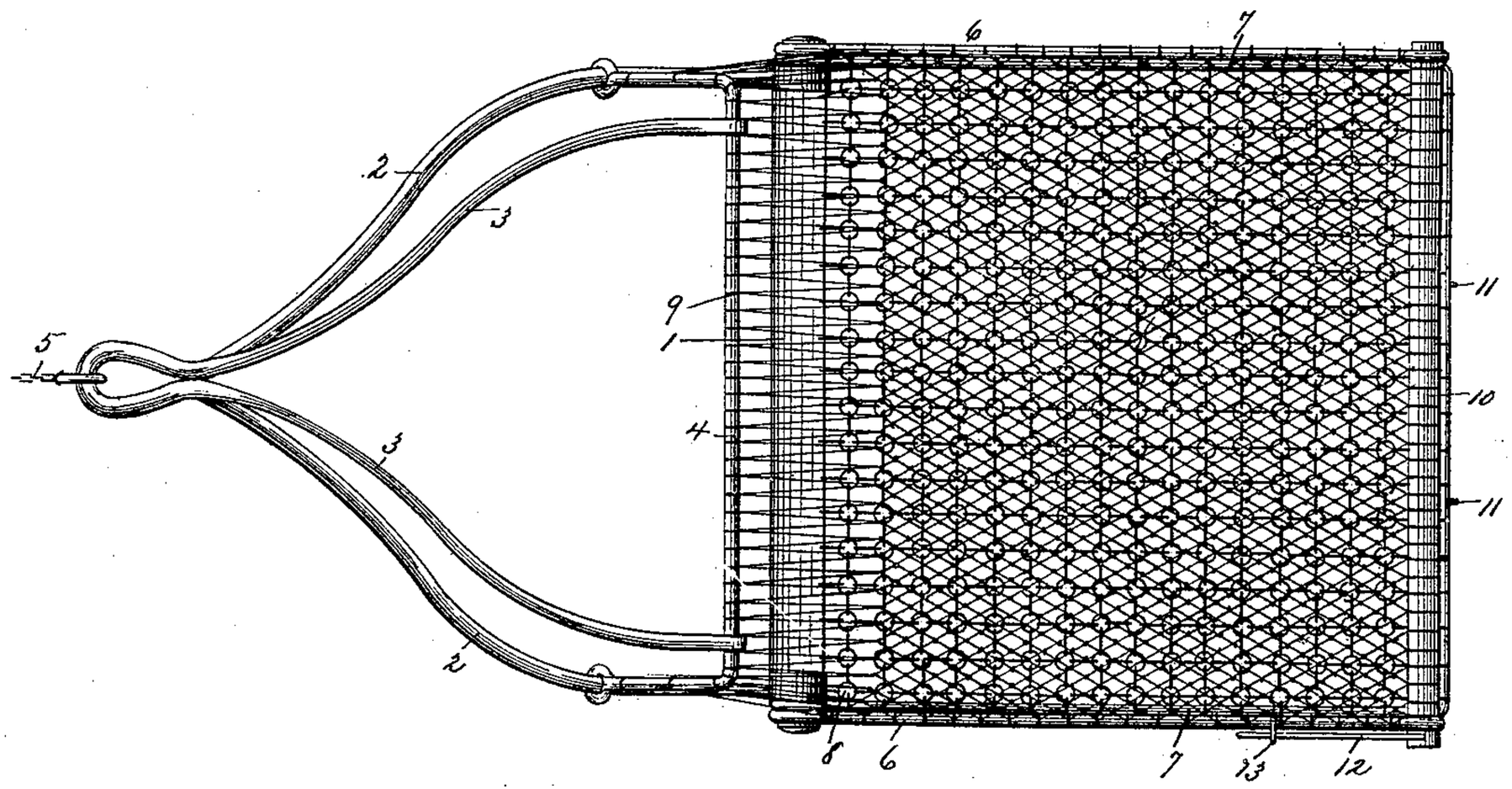


Fig. 2.



Witnesses.
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C. E. Ruggles.

Inventor.
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(No Model.)

2 Sheets—Sheet 2.

O. COOK.

OYSTER DREDGE.

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Fig. 4.

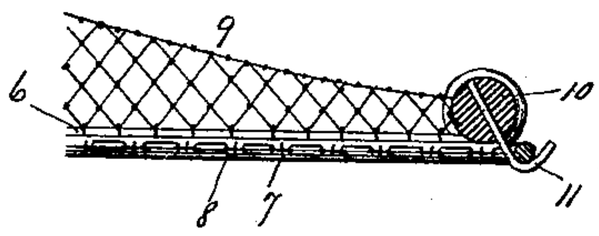


Fig. 5.

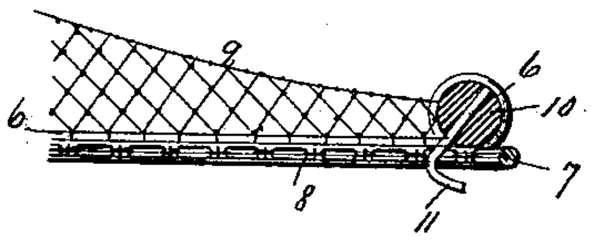
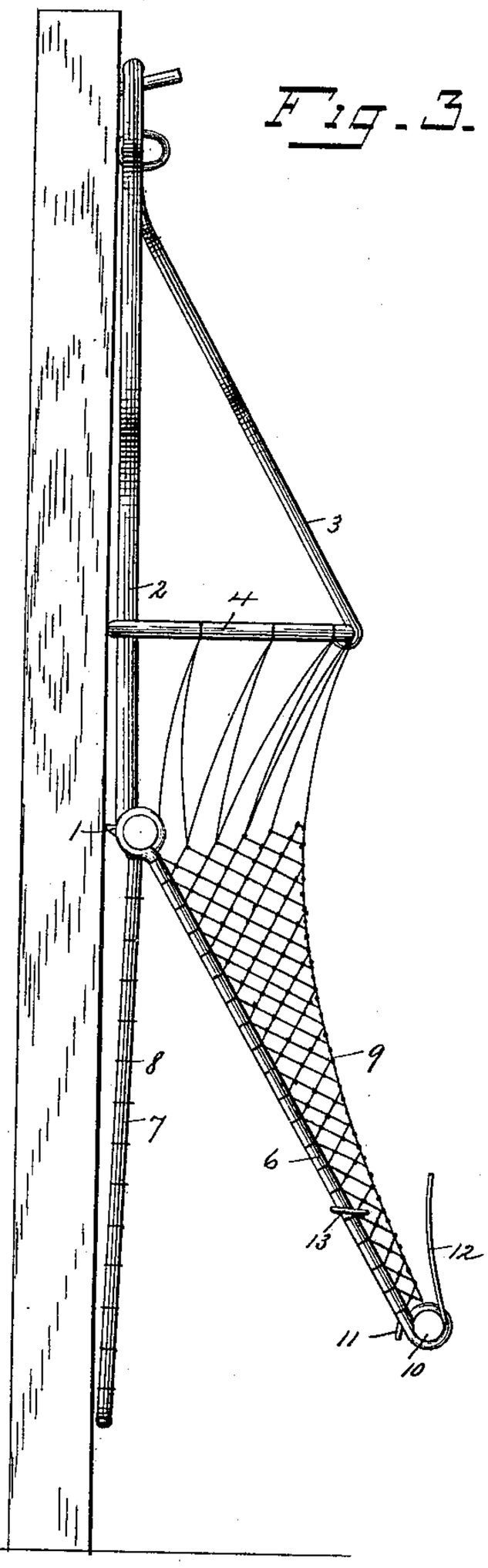


Fig. 3.



Witnesses—
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Inventor—
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UNITED STATES PATENT OFFICE.

OLIVER COOK, OF ROWAYTON, CONNECTICUT.

OYSTER-DREDGE.

SPECIFICATION forming part of Letters Patent No. 373,646, dated November 22, 1887.

Application filed July 9, 1887. Serial No. 243,810. (No model.)

To all whom it may concern:

Be it known that I, OLIVER COOK, a citizen of the United States, residing at Rowayton, in the county of Fairfield and State of Connecticut, have invented certain new and useful Improvements in Oyster-Dredges; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

My invention has for its object to so improve the construction of oyster-dredges as to greatly simplify their mode of operation in use, so that heavy dredges with large catches of oysters may be handled much more easily than heretofore and by a less number of men: An important advantage is that the bag remains in the distended position in use, both parts being attached at both sides, so that it cannot round up when filled with oysters.

Heretofore, so far as I am aware, after drawing the dredge and its load of oysters on board the vessel, in order to dump the dredge it has been necessary to turn it over by main strength, requiring quite a number of men when large dredges are used. In order to wholly avoid this lifting of the dredges and their contents by main strength, I have devised the simple and novel construction of which the following description, in connection with the accompanying drawings, is a specification, numbers being used to denote the several parts.

Figure 1 is a side elevation illustrating my improved dredge in operative position; Fig. 2, a plan view corresponding therewith; Fig. 3, a side elevation illustrating the manner in which a catch of oysters is dumped; Fig. 4, a detail sectional view illustrating simple means for holding the two frames in the locked position; and Fig. 5 is a similar view showing the holding devices in the unlocked position.

1 denotes the blade, which may be of the usual or any preferred construction.

2 denotes the lower draft-arms, which are connected to the ends of the blade; and 3, the upper draft-arms, which are connected to cross-piece 4, the ends of which in turn extend downward and are connected to the lower draft-arms.

5 is a draft-chain, which is connected to an eye formed at the junction of the draft-arms, which are preferably welded together.

These parts are all of ordinary construction, the details being wholly unimportant so far as my present invention is concerned, the gist of which lies in providing two independent frames which are pivoted at the ends of the blade.

The upper frame is designated as a whole by 6, and the lower frame by 7. The bottom 8, consisting ordinarily of metal rings and links, is attached to the lower frame in the ordinary manner.

9 denotes the netting, which is attached to the cross-piece in the usual manner and to the upper frame, but is not connected in any way to the lower frame, as in ordinary dredges. The lower frame is ordinarily made from a single piece of metal bent to form three sides of a rectangle, the ends thereof being pivotally connected to the blade. The upper frame consists of two side pieces, also pivotally connected to the blade, whose outer ends are curved about an end bar, 10, forming eyes, in which the latter is free to turn.

11 denotes catches upon the cross-bar, which are adapted to engage the outer rail of the lower frame when the end bar is rotated, as clearly shown in Figs. 1, 2, and 4. In order to disengage the frames from each other it is simply necessary to give the bar a partial turn, as in Fig. 5, which disengages the catches from the outer rail of the lower frame, leaving the frames free to separate and swing open, as in Fig. 3.

12 is a rod connected to the end bar, and 13 a link upon the side rail of the lower frame, which is adapted to engage said rod, as in Fig. 1, to hold the end bar in the locked position, so that the frames cannot become separated. In use the frames are placed together, the catches caused to engage the outer rail of the lower frame, and rod 12 locked by link 13. The device is then ready for use. In Figs. 1 and 2 I have shown it in the operative position. It is dragged over the bottom and picks up the oysters in the usual manner. When the dredge is full, it is drawn on shipboard, ordinarily by steam-power, and may be hung upon a strong post, as shown in Fig. 3. When in this position, the link is disengaged from rod

12 and the catches disengaged from the end rail of the lower frame, which leaves the two frames free to separate and dump the contents of the dredge, thus avoiding all lifting by hand-labor in dumping the dredge, which was necessary in the various forms heretofore in use.

It will of course be understood that I do not limit myself to the exact details of construction shown and described, as it is obvious that they may be varied greatly without departing from the spirit of my invention. For instance, any ordinary or preferred style of catches and holding devices may be substituted for those illustrated in the drawings.

Having thus described my invention, I claim—

1. An oyster-dredge consisting of a blade, draft-arms, a lower frame pivotally connected to the blade and carrying the usual bottom, an upper frame, also pivotally secured to the blade and carrying a netting, and catches whereby the frames are secured together in use and disengaged to dump the dredge.

2. The combination, with the blade and draft-arms of an oyster-dredge, of two frames pivotally secured at the ends of the blade, one of said frames carrying a bottom and the other the usual top netting.

3. In an oyster-dredge, the blade and a lower frame pivotally connected thereto and carrying a bottom, in combination with an upper frame consisting of side pieces and an end bar having catches 11, adapted to engage the outer rail of the lower frame.

4. The blade and lower frame pivotally secured thereto and having a link, 13, in combination with an upper frame consisting of side pieces and an end bar having catches 11 and rod 12, said catches being adapted to engage the outer rail of the lower frame and said rod to be engaged by the link to lock the two frames in the closed position, substantially as described.

5. In an oyster-dredge, two independent frames pivotally connected to the blade, one of said frames having the usual bottom, the other the usual netting, and securing devices whereby said frames are locked together in use.

In testimony whereof I affix my signature in presence of two witnesses.

OLIVER COOK.

Witnesses:
JOHN W. BURRILL,
HIRAM T. TAYLOR.