(No Model.)

E. H. WHITNEY.

WINDLASS BEAM.

No. 348,370. Patented Aug. 31, 1886.

FIG. 1.

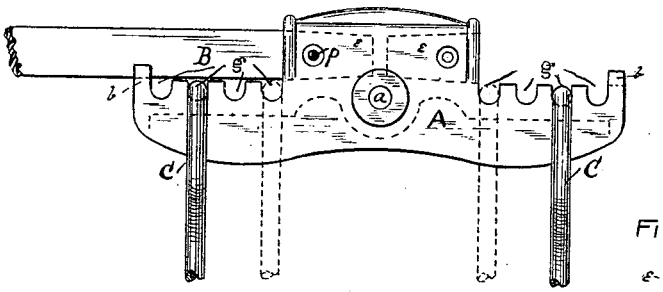


FIG. 2.

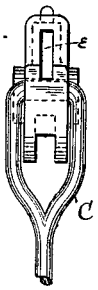


FIG. 3.

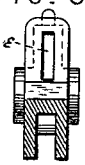


FIG. 4.

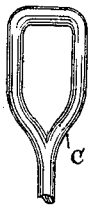


FIG. 5.

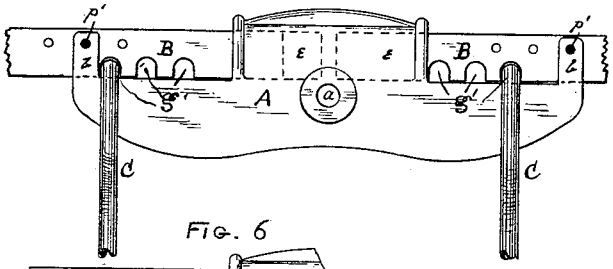


FIG. 6

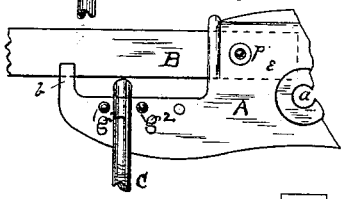


FIG. 7.

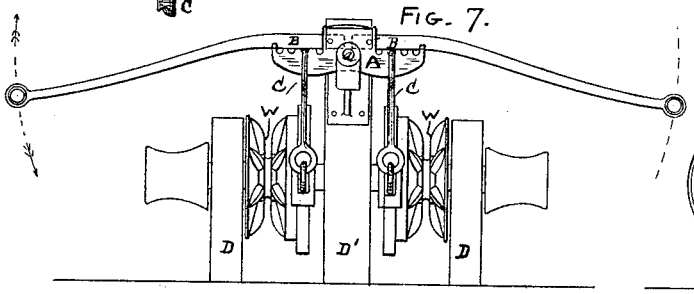
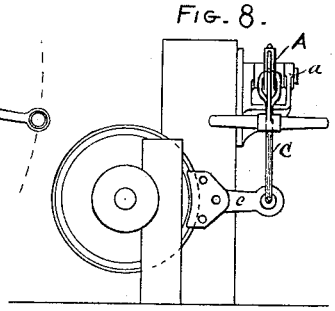


FIG. 8.



WITNESSES.

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EDWIN H. WHITNEY, OF PROVIDENCE, RHODE ISLAND, ASSIGNOR TO THE AMERICAN SHIP-WINDLASS COMPANY, OF SAME PLACE.

WINDLASS-BEAM.

SPECIFICATION forming part of Letters Patent No. 348,370, dated August 31, 1886.

Application filed May 27, 1886. Serial No. 203,385. (No model.)

To all whom it may concern:

Be it known that I, EDWIN H. WHITNEY, of Providence, in the county of Providence and State of Rhode Island, have invented a certain new and useful Improvement in the manner of Securing the Loops of the Rods which Connect the Clamps to the Beam of a Ship-Windlass, of which the following is a specification.

My invention relates to the construction of the windlass-beam; and it consists, particularly, in making it of such form that when the brake-levers are inserted into their sockets they will rest upon the upper side of the beam along portions which project beyond the entrance to the socket-openings.

Heretofore the sockets for the brake-levers have been made in either end of the beam, and the loops of the rods which connect the beam with the clamp arms or levers have hung over the top of the beam with the brake-levers inserted therein. Notches in the upper side of the beam have been used to keep the loops in the desired position on the beam; but very frequently when the windlass was in rapid operation the loop upon one side or the other would be thrown out of the notch where it had been placed and thus cause very disadvantageous operation.

My improvements effectually obviate the difficulties mentioned, for by forming the sockets for the brake-levers in a central portion of the beam which projects above the ends of the beam, and then making the notches or depressions for the loops of the beam-connections with the clamps along the lower or end portions of the beam, when the brake-levers are inserted in proper position in their sockets they will rest upon or over the loops and hold them securely in the notches where they have been placed.

In the drawings accompanying this specification, Figure 1 is a front elevation of my improved windlass-beam with the loop of a connecting-rod hung in a notch upon either end of the beam and the end of one of the brake-levers inserted in its socket. Fig. 2 is an end view of the beam with a loop hung upon it. Fig. 3 is an end view of the beam with the end portion in section cut through the lowest part of the notch nearest the socket for the brake-lever. Fig. 4 is the loop. Fig. 5 shows a modification of the manner of making the notches for the loops by cutting them in the brake-lever instead of the beam. Fig. 6 shows a still further modification by forming a depression in the end of the beam and holding the loop in the desired position by means of pins inserted in holes in the beam. Fig. 7 is a front elevation of a windlass having my improved beam attached thereto, and Fig. 8 is an end view of the same.

Corresponding parts are indicated by the same letters in the several figures.

A is my improved windlass-beam.

B are the brake-levers.

C are the loops of the rods which connect the beam with the clamp-levers.

c is the clamp-lever.

D is the frame of the windlass.

a is the pivot on which the beam tilts.

b are ears on the ends of the beam to assist in holding the brake-levers.

e are the sockets for the ends of the brake-levers B.

g are the notches or depressions for the loops C.

g', Fig. 5, are the notches made in the brake-levers.

g², Fig. 6, are the pins to be inserted in holes in the side of the beam on either side of the loops to hold them in the desired position.

p are the pins to hold the brake-levers in their sockets.

p' are the pins to hold the brake-levers in their sockets when constructed as shown in Fig. 5.

w is the loose drum or wild-cat.

It will be readily understood that when the loops C are hung over the beam A in the notches therein and the brake-levers are inserted into their sockets and secured there by a pin, *p*, that it will be impossible to throw the loops out of place as long as the brake-levers remain.

As it would be a matter of some more expense and labor to make the notches in the brake-lever, as shown at Fig. 5, I ordinarily prefer to make them in the top of the beam, as shown in Figs. 1 and 7, where they can be

formed when the beam is cast. This form also seems preferable to the use of pins, as shown in Fig. 6.

I claim—

A windlass-beam having the brake-lever sockets in a portion thereof above the plane of the upper surface of the ends of the beam and notches or depressions across such end surfaces for the reception of the loops of the clamp-connections, whereby the loops are securely held in the position desired by fixing the brake-levers in their respective sockets, substantially as described.

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Witnesses:
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