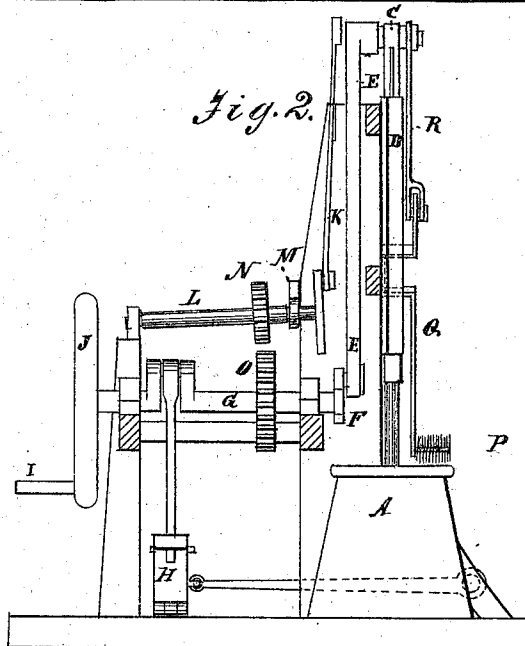
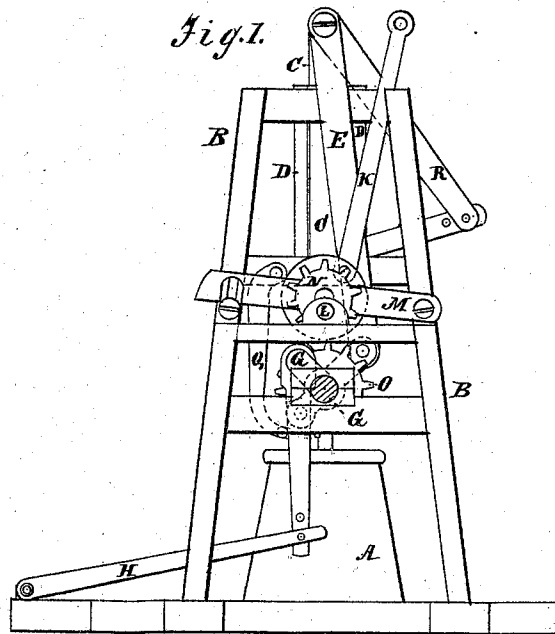


E. BARRETT & G. W. FENIMORE.

Reciprocating Churns.

No. 140,871.

Patented July 15, 1873.



Witnesses:
W. M. Hart
A. W. Hart

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UNITED STATES PATENT OFFICE.

ELIJAH BARRETT AND GEORGE W. FENIMORE, OF FRANKLIN, TENNESSEE,
ASSIGNORS TO WM. H. KIRKPATRICK, OF SAME PLACE.

IMPROVEMENT IN RECIPROCATING CHURNS.

Specification forming part of Letters Patent No. **140,871**, dated July 15, 1873; application filed
December 13, 1872.

To all whom it may concern:

Be it known that we, ELIJAH BARRETT and GEO. W. FENIMORE, of Franklin, in the county of Williamson and State of Tennessee, have invented a new and useful Improvement in Churns; and we do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is an end view of the machine with the fly-wheel removed. Fig. 2 is a side elevation of the machine with the frame in section.

The invention consists in the arrangement of gearing for changing the rapidity of reciprocation of the dasher, as will be hereinafter described.

The churn proper, A, is suitably secured on the platform of the frame B, in which the gearing is mounted. The dasher-rod is a continuation of a bar, C, which is reciprocated between vertical guides or ways D D by means of a pitman-rod, E, which is pivoted to it at the upper end. The lower end of the pitman is connected to the arm or cross-head F of the driving-shaft G.

Rotary motion is imparted to the latter by means of the treadle H and its connecting-rod, or by a handle, I, of the fly-wheel J. The extent of vertical movement of the dasher is

regulated by means of holes formed in the cross-head of the crank-shaft G.

When it is desired to obtain a more rapid movement of the dasher the pitman K of the supplementary driving-shaft L is attached to the bar C in place of the pitman E. The said shaft L is arranged above the shaft G, and has its bearing at the front end in a cross-bar M, which is pivoted at one end to the frame and supported and secured at the other by a screw or any other suitable device, whereby it can be raised or lowered to carry the small gear N out of or into engagement with the large gear on the shaft G.

In order to keep flies away from the churn, we in practice attach a brush, P, to the arm of a bent rod or lever, Q, pivoted to the frame at its angle, and vibrated by the rod R, which connects with the reciprocating bar C.

Having thus described our invention, what we claim is—

The supplementary shaft L, gear N, rod K, and adjustable cross-bar M, arranged in relation to the main driving-shaft G, gear O, the dasher-shaft, and the guide-bar C, as shown and described.

ELIJAH BARRETT.

Attest: GEORGE W. FENIMORE.

JAMES M. LONG,

JNO. T. ANDREAS, Jr.