



(No Model.)

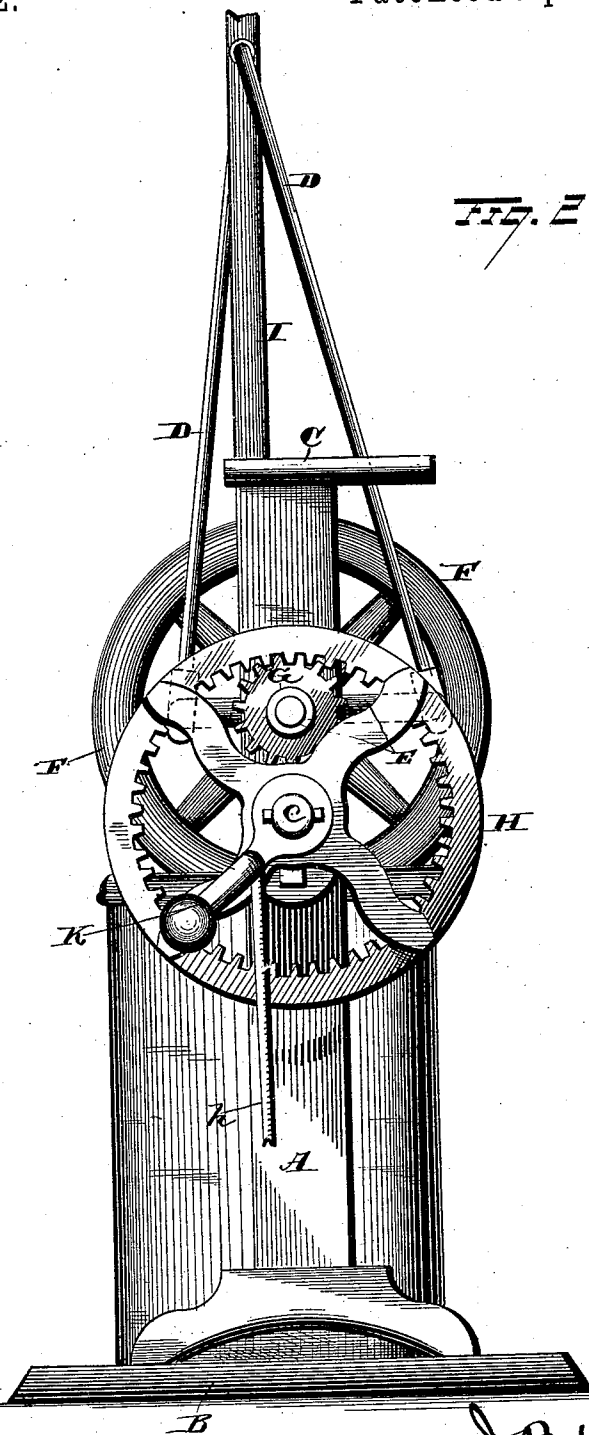
2 Sheets—Sheet 2.

J. B. WILSON.

CHURN.

No. 297,482.

Patented Apr. 22, 1884.



WITNESSES

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# UNITED STATES PATENT OFFICE.

JONATHAN B. WILSON, OF ZANESVILLE, OHIO.

## CHURN."

SPECIFICATION forming part of Letters Patent No. 297,482, dated April 22, 1884.

Application filed April 3, 1883. (No model.)

### *To all whom it may concern:*

Be it known that I, JONATHAN B. WILSON, of Zanesville, in the county of Muskingum and State of Ohio, have invented certain new and useful Improvements in Churns; 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 relates to an improvement in churns, the object of the same being to provide a device of this character which shall combine simplicity and economy of construction with durability and efficiency in use; and with these objects in view my invention consists in certain details of construction and combinations of parts, as will be hereinafter described, and pointed out in the claim.

In the accompanying drawings, Figure 1 is a front view of my improvement with the body of the churn in section, and Fig. 2 is a side view thereof.

The operating devices of my improved churn are supported by a frame consisting of the two upright standards A, secured to the base B. The upper ends of these standards are connected by a cross-piece, C, which is cut away, as shown in the drawings, to allow of the backward movement of the pitmen D. This cross-piece is also provided with two grooves or slots, *a a*, in which reciprocate the dash-rods I, the latter being secured therein by means of the latch *b*.

E represents a shaft mounted in the uprights A, as shown in Fig. 1. This shaft is formed with two crank-arms bent in opposite directions. On one end of the shaft is keyed a fly-wheel, F, the opposite end being provided with a pinion, G. This pinion meshes with an intaglio gear-wheel, H, mounted on a bearing, *c*, secured to the upright shaft A.

To the double-crank shaft E are pivotally secured the pitmen D, which have their upper ends bent at right angles, thus adapting them to enter the perforations *d*, formed in the dash-rods I. Thus it will be seen that by this arrangement the dash-rods will, when put in operation, move in opposite directions. To the lower ends of these dash-rods are se-

cured the dashers *e*, the uppermost of which is provided with a perforation through which reciprocates the dash-rod connected to the lower dasher.

Across the top of the body of the churn fits a cross-piece, J, provided with two holes or perforations, which form guides for the dash-rods and a cover for the churn.

K represents a crank, to which is secured a handle, and also forming a wrist-pin for the attachment of the pitman *h*, the lower end of which is secured to the treadle *i*. This treadle may be hinged or otherwise secured to the floor or to the base of the frame. Thus it will be seen that the churn may be operated by either the handle or treadle, or both. To remove the dashers from the churn, it is simply necessary to lift the latch *b* and withdraw the pitmen from the dash-rods, thus allowing the dashers to be withdrawn without difficulty.

I am aware that it is not broadly new in a churn to employ two dashers moved simultaneously in opposite directions by a double-crank shaft; also, that it is not new to attach a treadle to the crank-shaft of a churn, and hence I make no broad claim thereto; but,

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a reciprocating churn, the combination, with the upright standards, cross-bar C, provided with the grooves *a a*, the dasher-rods I, and the single latch *b*, for securing both dasher-rods in position, of the pitmen D, adjustably secured at their upper ends to the dasher-rods, the double-crank shaft provided at one end with a fly-wheel, and at its opposite end with a pinion, and journaled to the standards A, the intaglio gear-wheel H, journaled to one of the standards A, and provided with a combined crank and handle, the pitman *h*, secured to said crank, and the treadle *i*, all of the above parts combined as described.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

JONATHAN B. WILSON.

Witnesses:

W. M. BATEMAN,  
J. H. GANTT.