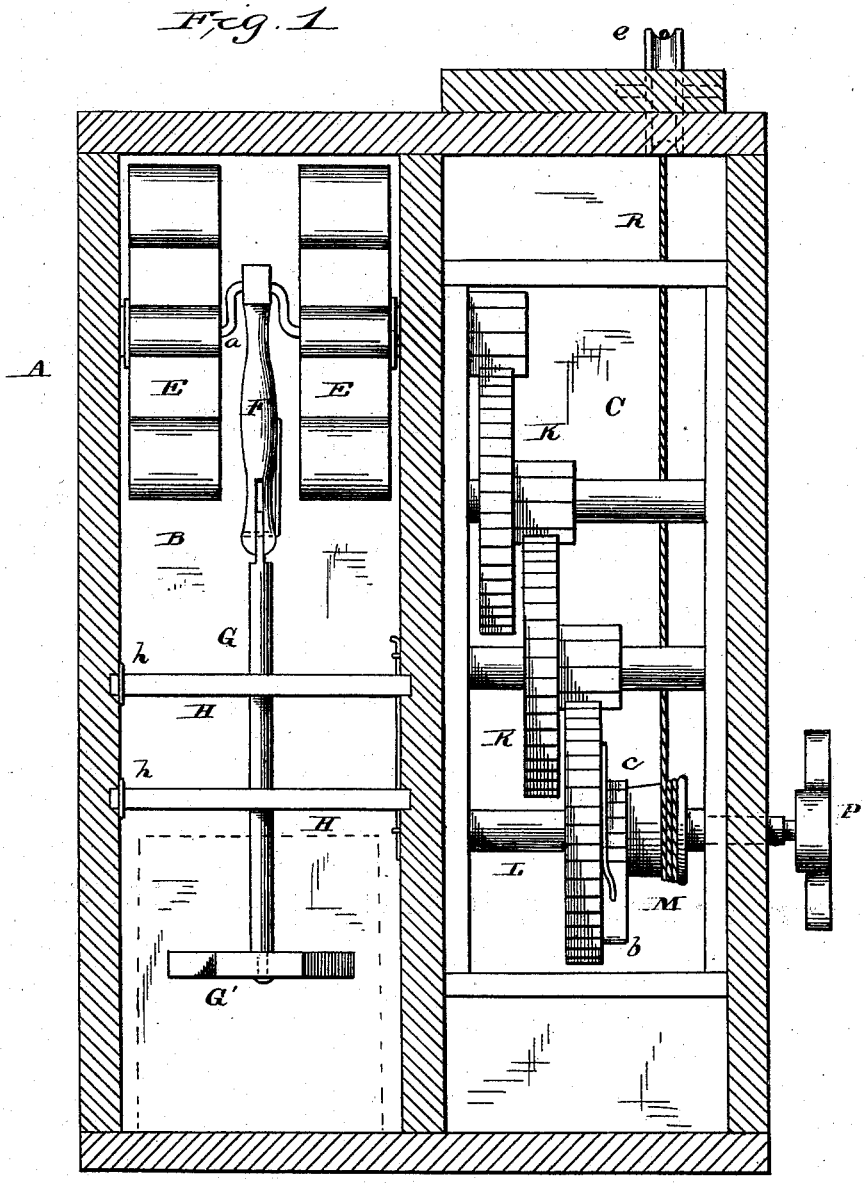
(No Model.) 2 Sheets—Sheet 1.

J. R. HUTCHINS.

CHURN POWER.

No. 262,046. Patented Aug. 1, 1882.

Fig. 1



Witnesses.
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(No Model.) 2 Sheets—Sheet 2.

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Fig. 2.

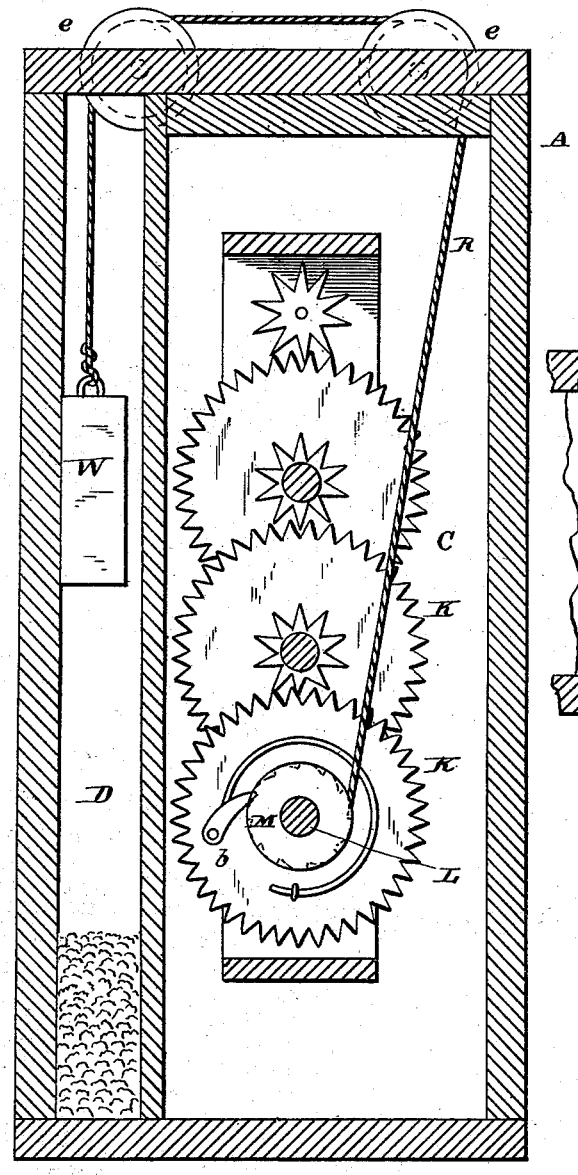
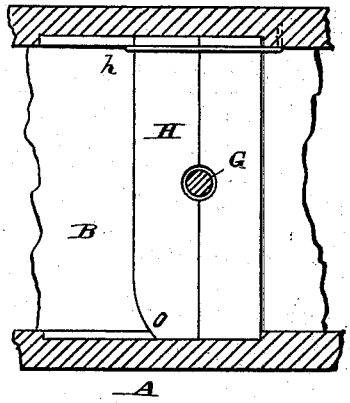


Fig. 3.



Witnesses.
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UNITED STATES PATENT OFFICE.

JOHN R. HUTCHINS, OF OKOLONA, MISSISSIPPI.

CHURN-POWER.

SPECIFICATION forming part of Letters Patent No. 262,046, dated August 1, 1882.

Application filed June 14, 1882. (No model.)

To all whom it may concern:

Be it known that I, JOHN R. HUTCHINS, of Okolona, in the county of Chickasaw, and in the State of Mississippi, have invented certain new and useful Improvements in Churn-Powers; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification.

This invention relates to churn-powers; and the nature of my invention consists in the combination of a case composed of three compartments, a train of wheels, a vertically-reciprocating dasher, guides therefor, and revolving wind-blades, which serve as flies or balances, as will be fully understood from the following description, when taken in connection with the annexed drawings.

Figure 1 is a vertical transverse section through the churn-power. Fig. 2 is a section taken at right angles to Fig. 1. Fig. 3 is a horizontal section, showing the upper guides for the dash-rod.

The case A is subdivided into three compartments, B, C, and D, and in order to give a full, clear, and exact description of my invention I shall first describe the parts in the compartment B.

E E designate two blades, which have loaded extremities, and which are keyed on a crank-shaft on opposite sides of a crank, *a*. These loaded blades serve as balances for the churn-power, and they also serve as fans for cooling the compartment B, in which is applied the churn, as indicated in dotted lines, Fig. 1.

F designates a pitman, the upper end of which is applied to the crank *a*, and at the lower end is connected by a tenon and hook to the dasher-rod G, which plays vertically through guides H H, the front sections of which are hinged and connected by hooks *h*, thus allowing the dash-rod to be removed from the case A when it is detached from the pitman.

To the lower end of the rod G is applied a dasher, G′, so that it is free to rotate. This dasher is composed of radial feathered blades and a polygonal rim.

On the crank-shaft of the blades E in the compartment C is keyed a pinion, which is one of the number of wheels composing a train, K. The lowest wheel in the train is applied loosely on a shaft, L, and on one side of this wheel is a winding-drum, M, which is keyed on the shaft L and engaged with the said wheel by means of a ratchet-wheel, *c*, and a spring-actuated pawl, *b*.

On the outer end of the shaft L is a crank-handle, P, by means of which a rope, R, can be wound on the drum M. The rope R is carried over pulleys *e e* on top of the case A, and from this rope is suspended a weight, W, which is arranged in the compartment D, as shown in Fig. 2.

Having described my invention, I claim—

The combination of the loaded rotary blades E, the dasher connected by a pitman and a rod, G, to the crank *a*, the guides H H, having hinged sections, the train of wheels in chamber C, the winding-drum, the rope passed over pulleys, and the weight in chamber D, all substantially as described.

In testimony whereof I affix my signature, in presence of two witnesses, this 24th day of May, 1882.

J. R. HUTCHINS.

Witnesses:

W. P. TINDALL,

F. H. TOWNSEND.