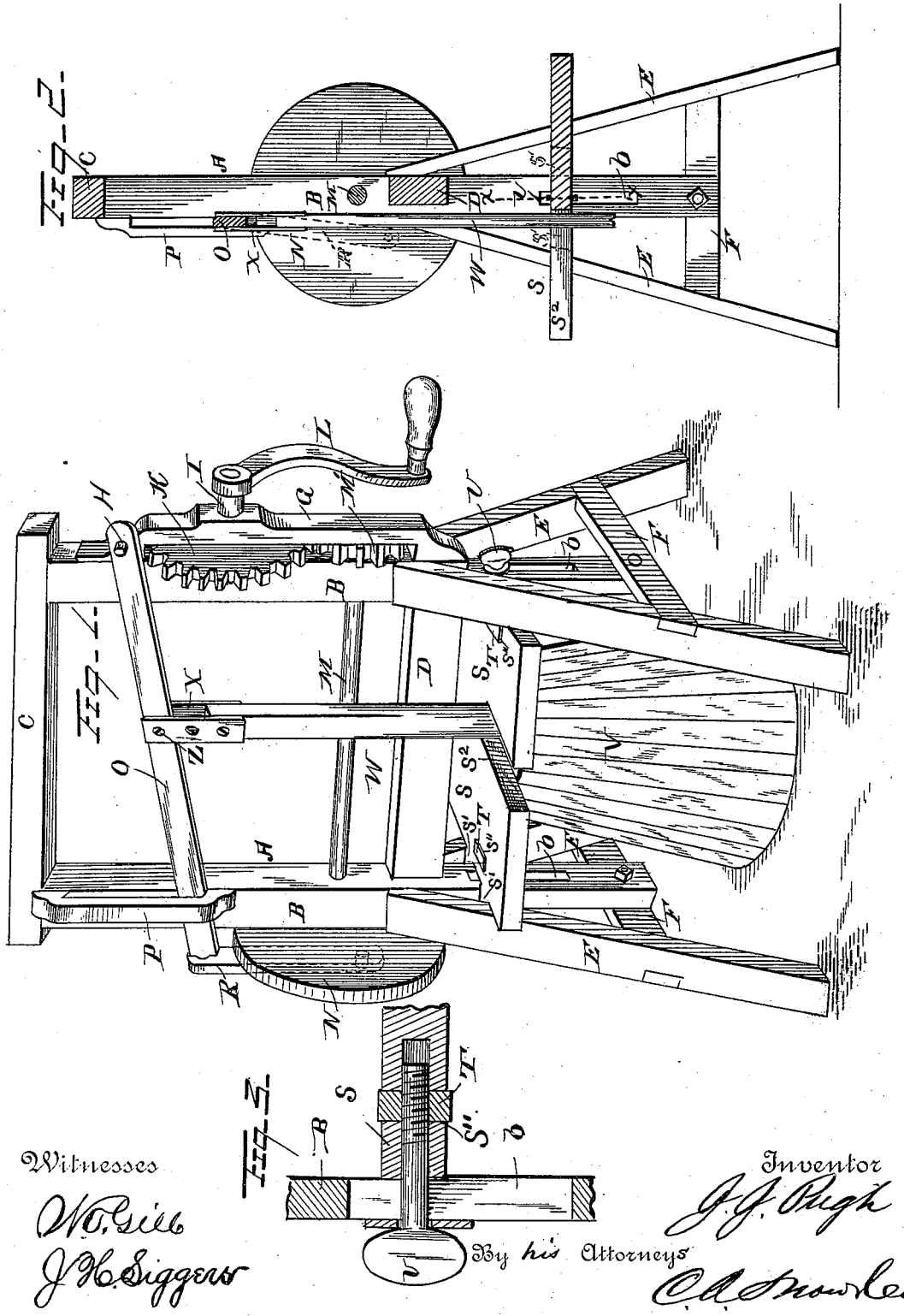
(No Model.)

J. J. PUGH.

CHURN.

No. 347,827. Patented Aug. 24, 1886.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN JAMES PUGH, OF DEER RIDGE, MISSOURI.

CHURN.

SPECIFICATION forming part of Letters Patent No. 347,827, dated August 24, 1886.

Application filed April 16, 1886. Serial No. 199,110. (No model.)

To all whom it may concern:

Be it known that I, JOHN JAMES PUGH, a citizen of the United States, residing at Deer Ridge, in the county of Lewis and State of Missouri, have invented a new and useful Improvement in Churns, of which the following is a specification.

My invention relates to an improvement in churns; and it consists in the peculiar construction and combination of devices, that will be more fully set forth hereinafter, and particularly pointed out in the claims.

In the drawings, Figure 1 is a perspective view of my invention. Fig. 2 is a vertical sectional view of the same. Fig. 3 is a detailed section taken on the line *x x* of Fig. 2.

A represents a vertical frame, which consists of the vertical standards B, the bar C connecting the upper ends of the standards, the bar D connecting the said standards at a suitable distance from their lower ends, and the inclined supporting-legs E, the upper ends of which are attached to the standards at a suitable distance from the lower ends thereof. A cross-bar, F, connects each pair of the inclined legs E, and is bolted to the lower end of the standards B, thereby securely bracing the said standards. In the lower ends of the standards are made vertical slots *b*.

On the outer side of one of the standards B, near the upper end of the same, is secured a vertical bracket, G, which is provided at its upper end with a laterally-extending horizontal spindle H.

In the bracket G, and in the opposing standard B, is journaled a shaft, I, which carries a large spur-wheel, K. To the outer end of the shaft is attached a crank-handle, L.

M represents a transverse horizontal shaft, which is journaled in the standards B at a slight distance above the cross-bar D. To one end of this shaft is secured a spur-pinion, M′, which meshes with the spur-wheel K, and to the opposite end of the said shaft is secured a crank-wheel, N.

O represents a lever, which has one end pivoted on the spindle H, and which extends across the vertical frame, and has its free end secured and guided between a vertical strap, P, (which is secured on the front side of one of the standards B,) and the opposing side of the said standard.

R represents a pitman, which connects the free end of the lever O with the crank-pin of the wheel N.

S represents a horizontal platform, which is provided on opposite sides with projecting ears S′, which bear on opposite sides of the lower ends of the standards B, so as to secure the said platform between the said standards and permit it to be vertically adjusted thereon.

In order to secure the platform to the standards at any desired vertical adjustment, I provide the platform with vertical openings S″, which align with the central slots in the lower ends of the said standards, and in the said openings S′ insert nuts T. Thumb-screws U pass through the slots *b* from the outer sides of the standards and enter the outer edges of the platform S and engage with threaded openings in the nuts T.

In one side of the platform S is made an open slot, S^2, which extends nearly to the center thereof. This platform forms the cover for the churn-body V, and the platform is made vertically adjustable in order to accommodate churns of different heights.

W represents the dasher-rod, which passes through the slot S^2, and has it upper end connected to the lever O by means of links X, which are pivoted to the upper end of the dasher-rod and are connected to the lever O by a pin or bolt, Z, which passes through openings made in the links and in the lever O. By providing a series of these openings in the links they may be attached to the lever O at different points, as will be very readily understood.

The operation of my invention will be apparent from the foregoing description and by reference to the accompanying drawings.

I am aware of Letters Patent of the United States No. 290,799, granted to O. E. Perry, and disclaim the construction shown therein.

Having thus described my invention, I claim—

1. The combination, in a churn, of the vertical frame A, carrying the operating mechanism to actuate the churn-dasher, and having the vertical standards B, provided with the vertical slots *b*, the horizontal platform S, having projecting ears on opposite sides, bearing on the standards B, to guide the platform thereon, the said platform forming the

cover for the churn, and the set-screws U in the slots *b*, and entering the platform, for the purpose set forth, substantially as described.

2. The combination, in a churn, of the frame A, having the vertical slots *b*, the horizontal platform S, forming the cover for the churn, and the set-screws U in the slots *b*, and entering the platform, substantially as described.

3. In a churn, the combination of the frame having the vertical standards B, and the platform forming the cover for the churn and having the open slot S^2, the shaft M, journaled in the standards and having the pinion M′ and the fly-wheel N, the pivoted lever O, the rod R, connecting the said lever to the fly-wheel, the gear-wheel K, meshing with the pinion, and having the crank and the dasher-rod attached to the lever O and engaging the open slot S^2, substantially as described.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JOHN JAMES PUGH.

Witnesses:

WILLIAM P. ETHRIDGE,

GEO. W. MCRAE.