

Mechanical Movement.

N^o 92, 192.

Patented July 6. 1869.

Fig: 1

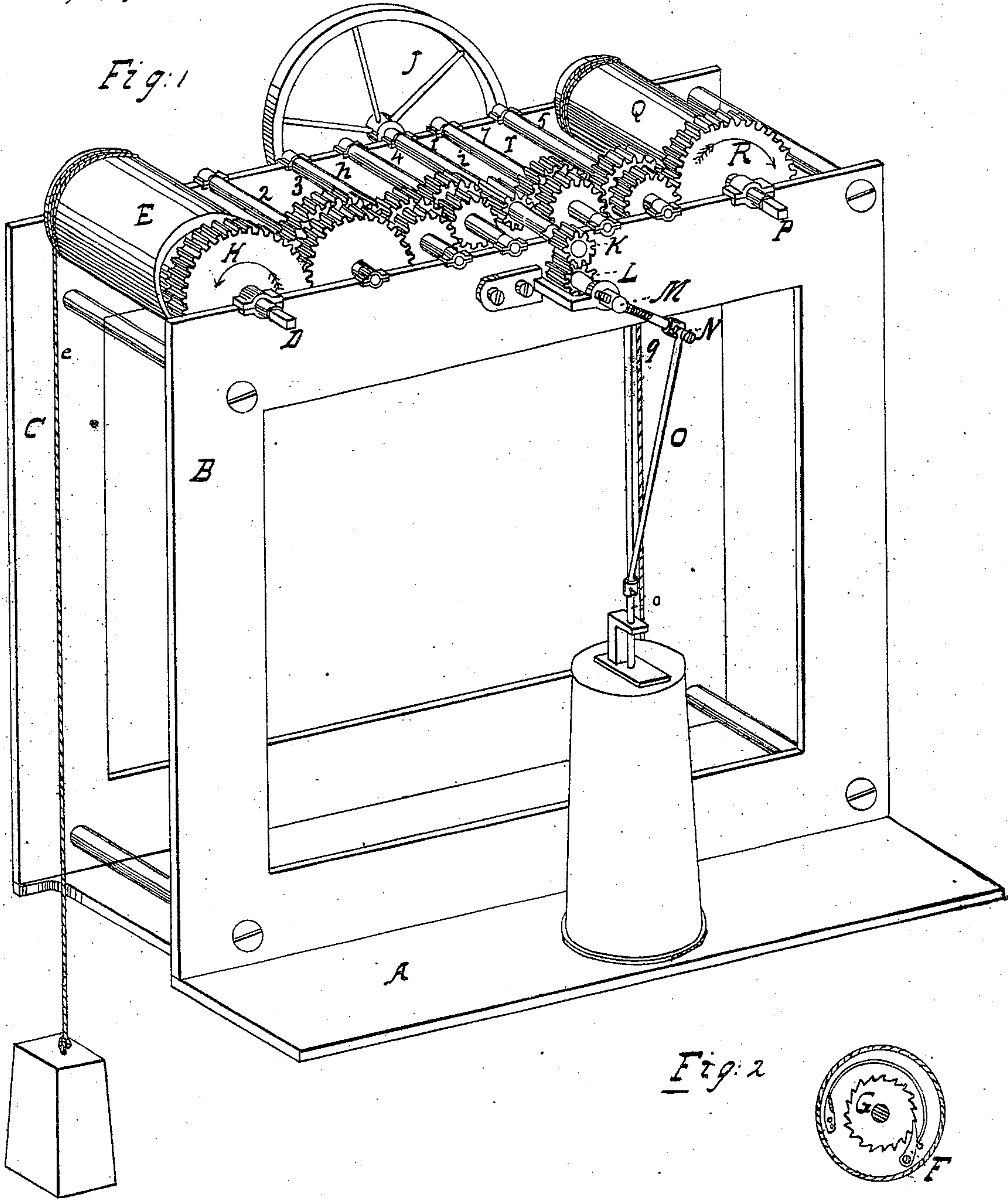
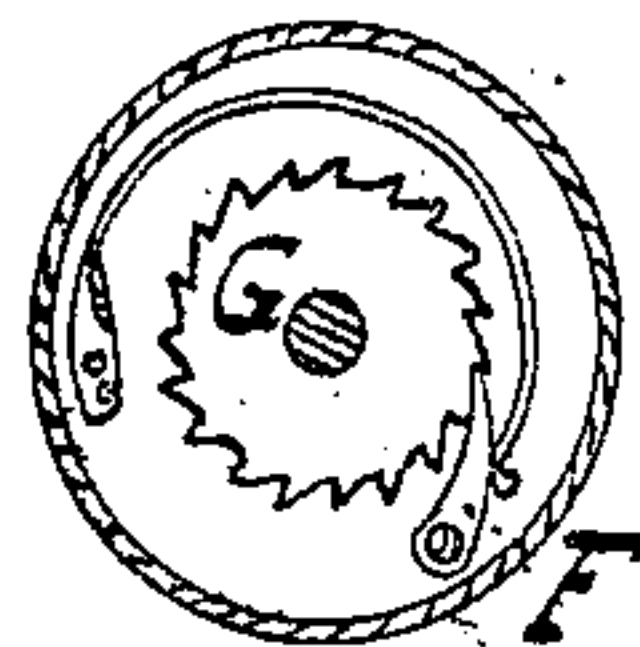


Fig: 2



Witnesses.

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Inventor.

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JAMES M. JOHNSON, OF NORTHCUTT'S STORE, KENTUCKY.

Letters Patent No. 92,192, dated July 6, 1869.

MECHANICAL MOVEMENT.

The Schedule referred to in these Letters Patent and making part of the same.

To whom it may concern:

Be it known that I, JAMES M. JOHNSON, of Northcutt's Store, Boone county, Kentucky, have invented a new and useful Mechanical Movement; and I hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawings, making part of this specification.

My invention relates to the manner of applying the power derived from descending weights to any desired object, and is shown in the accompanying drawings as reciprocating the dasher of a common churn.

Figure 1 is a perspective view of my invention.

Figure 2 shows the spring-pawl and circular ratchet, which is applied to the cord-barrels.

A is the base, and B C are the upright walls of a frame erected thereon, to give support and journal-bearing to the barrel-shafts D and P of the barrels E and Q.

Attached to the barrels are weighted cords *e* *q*, which are coiled upon the barrels by means of a key, that is placed upon the squared end of the barrel-shaft.

The pawl and ratchet-wheel F and G prevent the rotation of the barrel under the influence of the weighted cord without the said barrel, also causing the rotation of the train of gear-wheels *h* or *r*, as the case may be, the pawl and ratchet operating in a manner similar to that employed in clocks, and which is too well known to require description.

Upon the barrel-shaft E is a spur-wheel, H, whose rotation is caused by that of the barrel E, through means of the spring-pawl and ratchet-wheel, as before stated; and the motion of the spur-wheel H is communicated, through spur-wheels upon the shafts 2, 3, and 4, to the pinion *i* upon the shaft I of a fly-wheel, J.

The shaft I, at the opposite end to the fly-wheel, carries a spur-wheel, K, engaging another one, L, upon a crank-shaft, M.

N is a crank or wrist-arm, which is screwed into the crank-shaft M, and whose wrist *n* has connection, by a pitman, O, with the top of the churn dasher-rod *o*.

The spur-wheel R, upon the shaft P, has movement by similar means to that of H, and engages a wheel upon a shaft, 5, which, through means of another wheel upon the same shaft, causes the rotation of a shaft, 6, a wheel upon which engages the pinion *i* of the fly-wheel shaft.

The wheels in the train of gear *h* moved by the wheel H, and the train *r* moved by the wheel R, each bear such relation to their motive-wheel and to the other wheels of the same train, that the shaft I has greatly accelerated rotation over either of the shafts D and P.

It will be seen that the shaft I may receive rotation from either or both of the barrels E and Q, and as the barrels vary somewhat in size, and have connection by very diverse trains of gear (*h* and *r*) with the shaft I, the power applied may be much varied by allowing one or the other, or both weights to act upon the shaft I, and upon any object with which it is connected.

It will also be seen that the length of the stroke of the pitman O may be regulated by means of the screw upon the wrist arm N, the said arm being adjusted in length by screwing in or out of the shaft.

I claim herein as new and of my invention—

The combination and arrangement of the barrels E and Q, diverse trains of gears *h* *r*, fly-wheel shaft I, crank-shaft M, and screw-threaded arm N, as and for the purpose described.

In testimony of which invention, I have hereunto set my hand.

J. M. JOHNSON.

Witnesses:

GEO. H. KNIGHT,
JAMES H. LAYMAN.