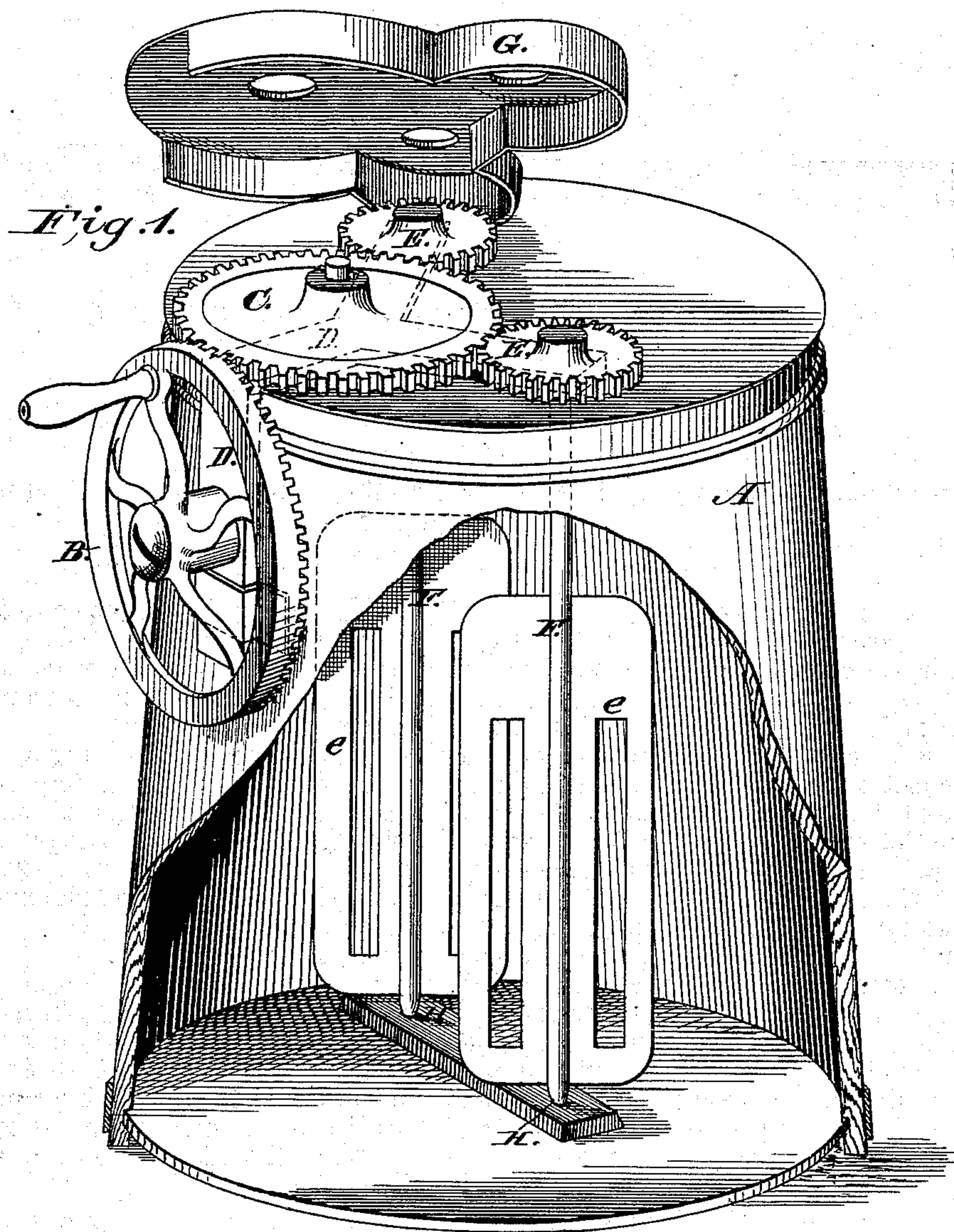


J. E. FINLEY.

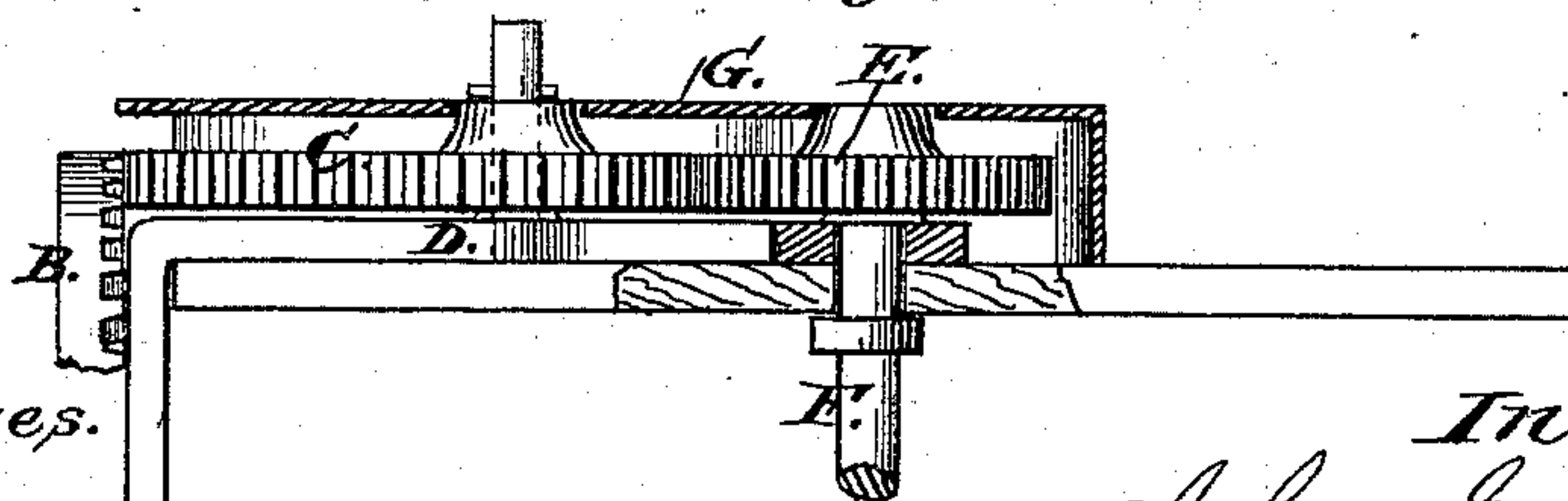
Churns,

No. 158,365.

Patented Jan. 5, 1875.



*Fig. 2.*



Witnesses.

B. F. Eaton.

Charles L. Sattmarsh

Inventor.

John E. Finley.

# UNITED STATES PATENT OFFICE.

JOHN E. FINLEY, OF MEMPHIS, TENNESSEE.

## IMPROVEMENT IN CHURNS.

Specification forming part of Letters Patent No. **158,365**, dated January 5, 1875; application filed March 25, 1874.

*To all whom it may concern:*

Be it known that I, JOHN E. FINLEY, of Memphis, county of Shelby and State of Tennessee, have invented a new and Improved Churn; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings and letters of reference marked thereon.

Figure 1 is a perspective view, showing a part of the churn tub cut away so as to exhibit the working of the dashers. Fig. 2 is a sectional view of the operating mechanism.

A is a churn-tub; B, drive-wheel, to which is attached the handle *b*; C, larger cog-wheel, resting on iron bed D and fitting the small cog-wheels E E; F F, dashers, with perforations *e e*; G G, cap, covering the wheels C and E E; H H, thimbles in which the dashers F F rest in the bottom of the churn.

I construct my churn A in the usual form. To the lid I attach the bed-plate D, which supports the cog-wheels C E E and drive-wheel B. To the small cog-wheels E E are attached the dashers F F in such a manner that when the drive-wheel B is operated the dashers F

F will pass, going in opposite directions. G G, the cap which covers the cog-wheels on the top of the churn A, in order to protect the wheels and prevent the accumulation of dust or dirt.

In the process of churning a precise facility of operation is of great importance in order that the power and speed may always be adapted to the different stages of the process, and that disturbance from external air and the exclusion of dust and all impurities should be secured.

To these ends, I claim—

The arrangement of the plate D on top of the lid, having bearings for supporting the dasher-pinions E E and the intermediate drive-wheel C, and bent over the sides of the churn to support the main driving-wheel B in a vertical position below the plane of the top, and to secure the lid to the churn, as shown and described.

JOHN E. FINLEY.

Witnesses:

B. F. TATEM,

CHARLES T. SALTMARSH.