

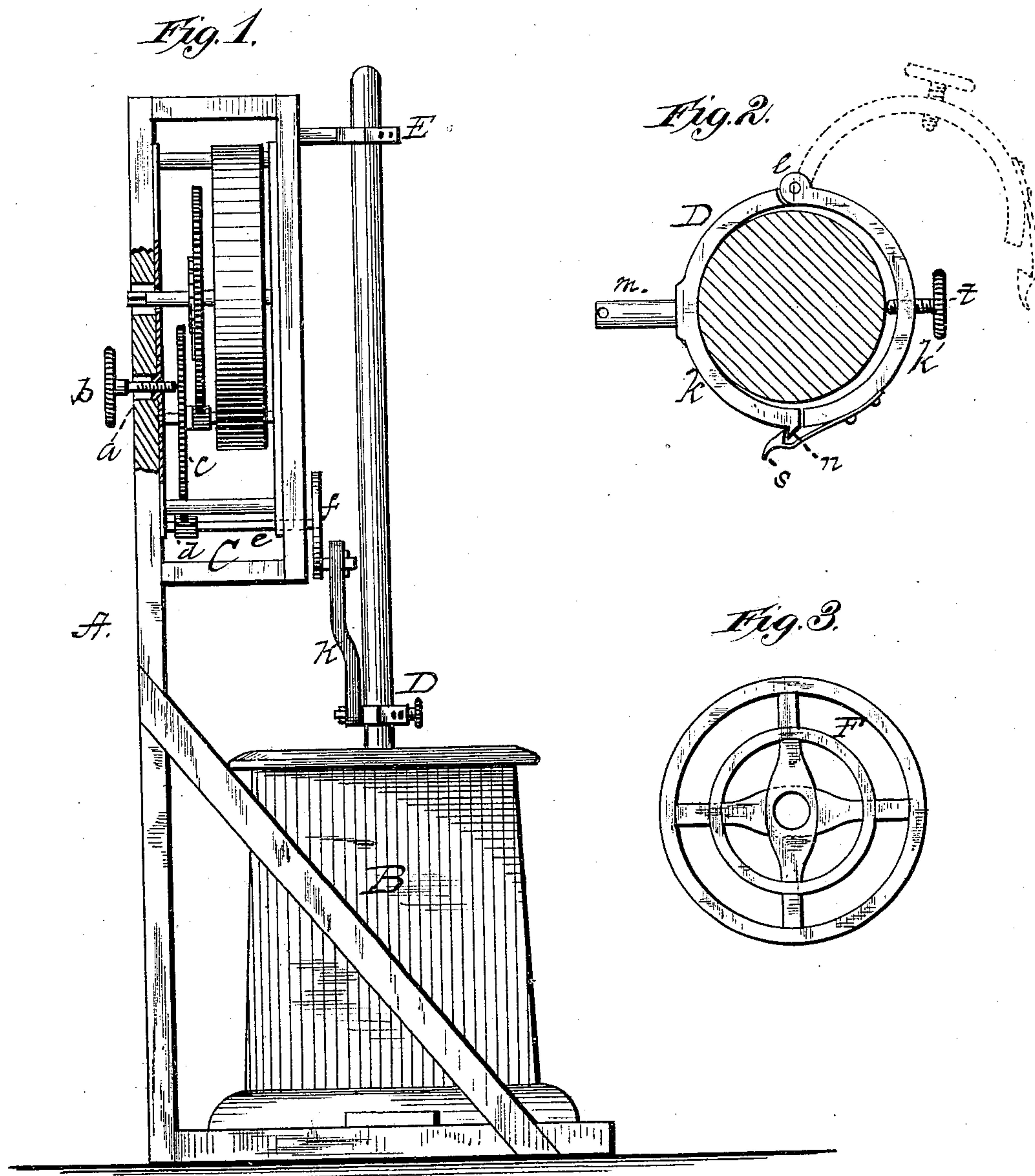
(No Model.)

J. N. CRETCHER.

CHURN MOTOR.

No. 246,466.

Patented Aug. 30, 1881.



Witnesses
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UNITED STATES PATENT OFFICE.

JOHN N. CRETCHER, OF PIERCETON, INDIANA, ASSIGNOR OF ONE-HALF TO
THOMAS CRETCHER, OF SAME PLACE.

CHURN-MOTOR.

SPECIFICATION forming part of Letters Patent No. 246,466, dated August 30, 1881.

Application filed March 12, 1881. (No model.)

To all whom it may concern:

Be it known that I, JOHN N. CRETCHER, a citizen of the United States, residing at Piercet-
ton, in the county of Kosciusko and State of
5 Indiana, have invented certain new and useful
Improvements in Churn-Motors; 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 ap-
10 pertains to make and use the same, reference
being had to the accompanying drawings, and
to letters or figures of reference marked there-
on, which form a part of this specification.

This invention relates to certain improve-
15 ments in churn-motors, especially of that class
operated by clock mechanism.

My invention consists in the novel construc-
tion and combination of parts, as will be here-
inafter more fully set forth and specifically
20 claimed.

Figure 1 of the drawings is a side view of
the churn with the rear part partly in section
to show the brake and stop device. Fig. 2 is
a plan view of the clamping-ring embracing
25 the dasher-rod. Fig. 3 is a plan view of the
dasher.

In the annexed drawings, forming a part of
this specification, the letter A represents a
frame constructed with a platform for a churn-
30 box, B, and a rectangular box, C, at the top
for the clock mechanism. The rear wall or
post of the frame is formed with two openings—
one for the passage of the winding-up shaft
and the other for the brake and stop-screw *b*,
35 with the milled or burred head, as shown in
Fig. 1 of the drawings. This brake and stop-
screw *b*, formed with screw-threads, engages
with a nut arranged in the passage *a*, and the
face-plate supporting one end of the clock
40 mechanism, so as to secure an adjusting prop-
erty. The inner end of this adjusting-brake
and stop device engages with the flat surface
of the master-wheel *c*, as seen in Fig. 1 of the

drawings. The master-wheel *c* engages with
a pinion, *d*, mounted on the transverse shaft 45
e, carrying on its outer end a crank, *f*, to
which is connected by suitable means the pit-
man *h*, as seen in Fig. 1 of the drawings.

The letter D (see Fig. 2) represents the ring
for securing the dasher-rod to the pitman. 50
This ring is composed of two semicircular sec-
tions, *k k'*, hinged at *l*, and provided with an
automatic locking device. The section *k* is
formed with a stem or shank, *m*, for the at-
tachment to the pitman, and a nose or beveled 55
projection, *n*, and the other section, *k'*, is pro-
vided at its outer end with the spring-catch *s*,
to engage with the nose *n*, and with a clamp-
ing-screw, *t*, to connect the rod carrying the
dasher to the ring and pitman, whereby the 60
desired reciprocating or vertical motion is
given to the dasher.

The upper ring, E, which merely serves the
purpose of a stationary guide-ring, is construct-
ed in two sections and provided with the spring 65
locking device similar to that shown in Fig. 2.

The letter F (see Fig. 3) represents the open-
work dasher. This dasher may be cast in a
single piece and afterward galvanized, so as
not to affect the cream or take rust; or the 70
cross or radiating bars may be made of wood
and the concentric rings laid into wood.

What I claim as my invention, and desire to
secure by Letters Patent, is—

In a churn, a combined guide and clamp ring 75
consisting of the hinged semicircular sections
k k', the former provided with a stem or shank,
m, and beveled projection *n*, and the latter pro-
vided with a set-screw, *t*, and spring-catch *s*,
substantially as described. 80

In testimony whereof I affix my signature in
presence of two witnesses.

JOHN N. CRETCHER.

Witnesses:

PHILIP NOIL,
JOHN MAKEMSON.