

(No Model.)

M. F. CONNETT.

CHURN MOTOR.

No. 363,807.

Patented May 31, 1887.

Fig. 1.

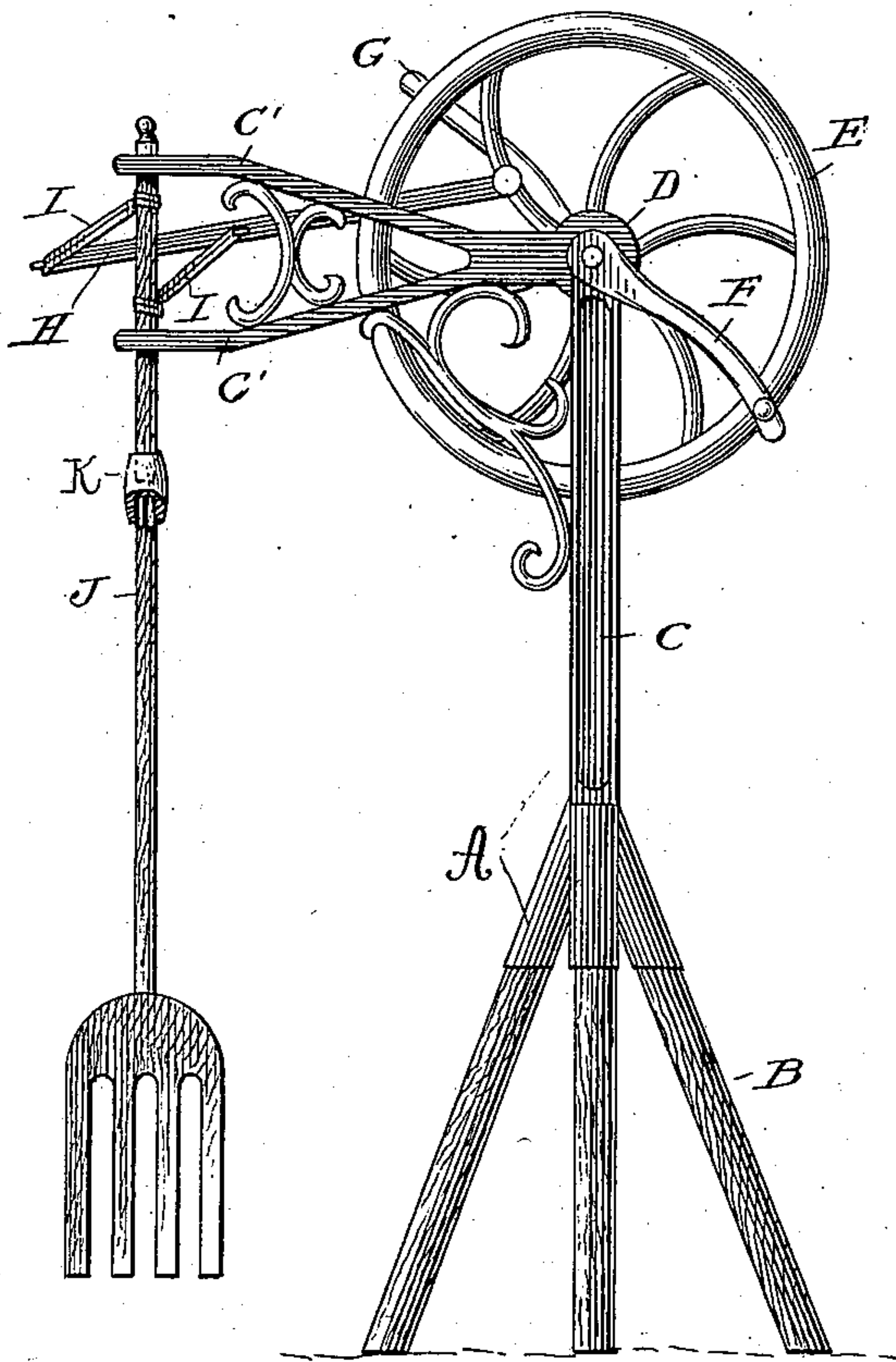
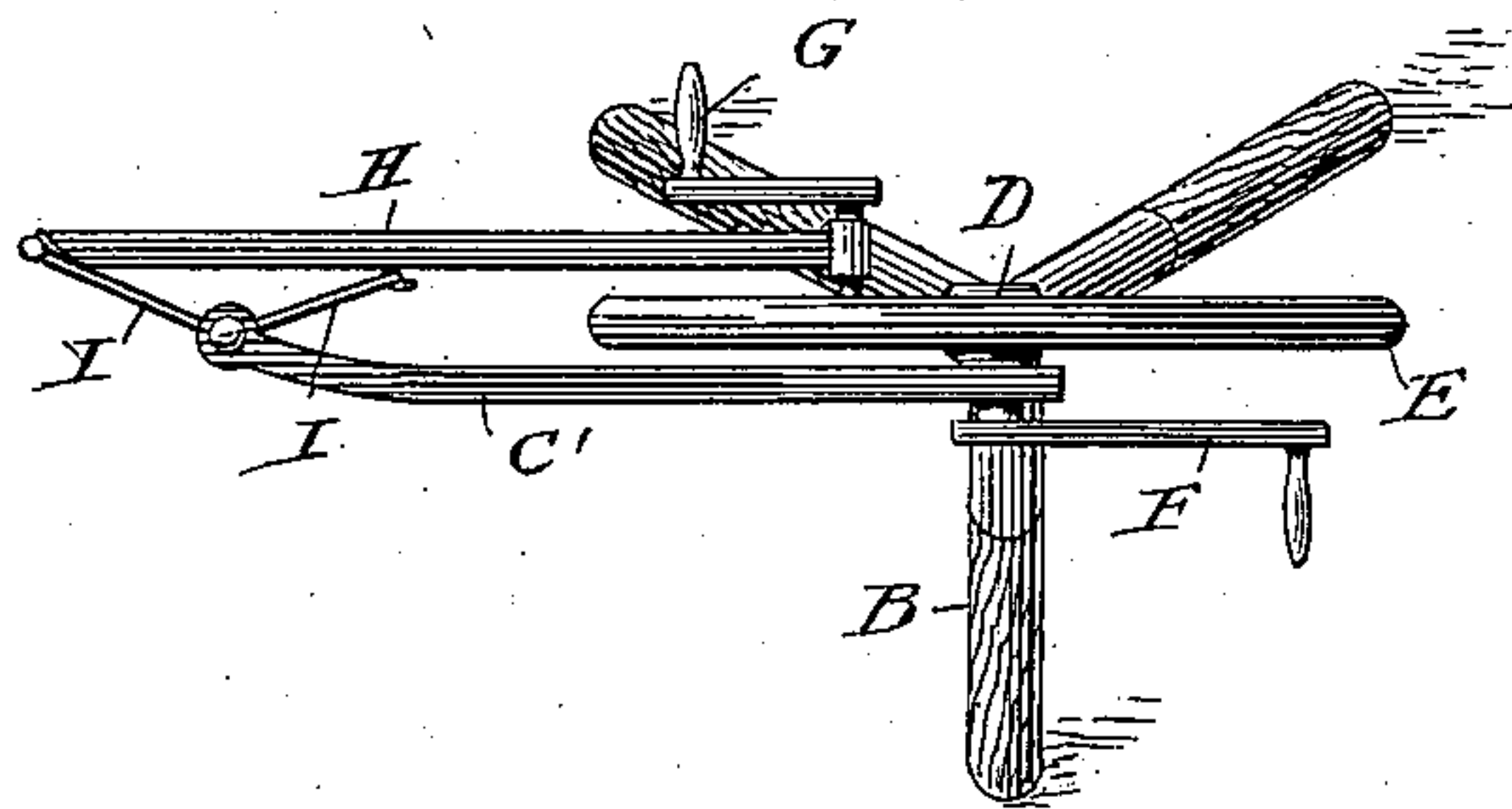


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

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CHURN-MOTOR.

SPECIFICATION forming part of Letters Patent No. 363,807, dated May 31, 1887.

Application filed March 16, 1887. Serial No. 231,119. (No model.)

To all whom it may concern:

Be it known that I, MATTHEW F. CONNETT, a citizen of the United States, residing at Peoria, in the county of Peoria and State of Illinois, have invented certain new and useful Improvements in Churn-Motors; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it ap-
10 pertains to make and use the same.

This invention relates to churn-motors.

The object of the invention is to produce a churn-motor which may readily be attached to and detached from a churn, and whereby
15 the continuous revolution of the fly-wheel is converted into one or more successive revolutions of the churn-dasher in opposite directions.

With this object in view my invention consists, essentially, in a churn-motor made up of a fly-wheel mounted upon a stand, tripod, or the like, which may be set near the churn to be operated, a pitman connected eccentrically to the fly-wheel, and straps attached at
25 one of their ends to the pitman and at the other end wound around a churn-dasher or a connection thereof, whereby by the reciprocation of the pitman caused by the wheel in revolving the straps are alternately wound and unwound, thus imparting motion to the
30 dasher.

I have illustrated the invention in the accompanying drawings, in which—

Figure 1 is a side view of a churn-motor constructed in accordance with my invention, and Fig. 2 is a plan view.

In the drawings, A represents a tripod consisting of the depending legs B, the upper portion, C, and the bifurcated arm C' C'. At the
40 point of juncture between the upper portion, C, and the bifurcated arm C' C' is mounted the shaft D, bearing the fly-wheel E. This fly-wheel E is provided on one side with a crank, F, attached to its axle, and on the opposite
45 side with a crank-handle, G, attached to one of its spokes.

To the same spoke to which the crank-handle G is attached is pivoted one end of a pitman, H, and to the outer end of the pitman
50 are attached a short distance apart the ends of

the straps I I. The other ends of the straps are attached to the upper portion of the dasher-staff J of the churn, so that by the reciprocation of the pitman the straps are alternately wound and unwound, thus imparting motion to the dasher. The upper end of the dasher-staff is mounted in suitable bearings in the ends of the projecting arms.

The preferred manner of attaching the dasher of the churn to the operating mechanism is by the piece K, to which the ends of the straps are attached, and which is provided at its lower end with a socket adapted to receive the upper end of the dasher, so that as the piece K moves the dasher is carried
65 with it. When the dasher and the operating mechanism are connected in this way, they may be disconnected speedily and easily by simply raising the motor up, so as to have the square upper end of the dasher clear the
70 socket K.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

In a churn-motor, the combination, with a
75 suitable base, of a bifurcated horizontal arm rigidly fastened thereto, a horizontal shaft journaled in the base at its junction with said horizontal arm and transverse with reference to said arm, a fly-wheel mounted on the shaft
80 and provided with cranks on its opposite faces, a vertical dasher-staff journaled in the outer ends of said bifurcated arm, a single pitman pivoted to the crank-handle on one side of said fly-wheel and extending beyond said
85 dasher-staff, and two straps lying on the same side of the dasher-staff and having their contiguous ends wrapped about the staff in opposite directions and fastened thereto and their opposite ends fastened to said single pit-
90 man, substantially as shown and described, whereby the rotation of the fly-wheel and the reciprocation of the pitman impart reciprocal rotation to said dasher-staff.

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

MATTHEW F. CONNETT.

Witnesses:

DAVID H. MEAD,
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