

No. 881,251.

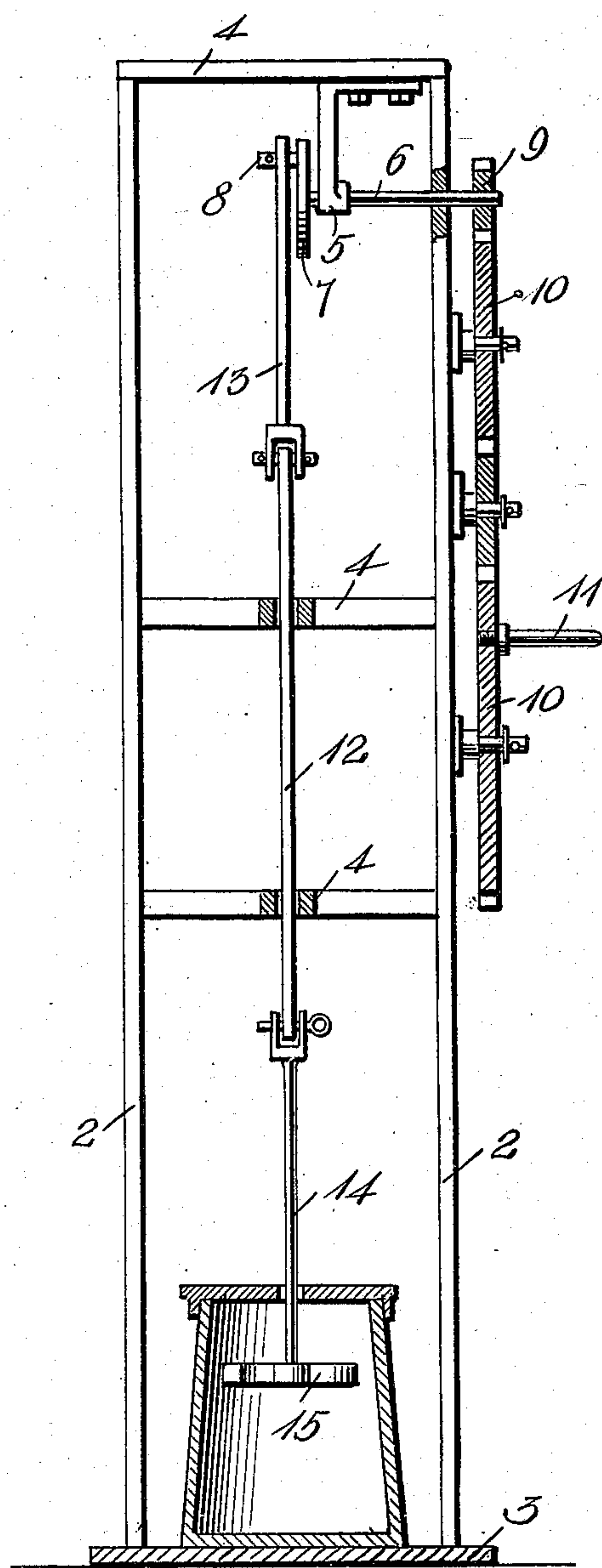
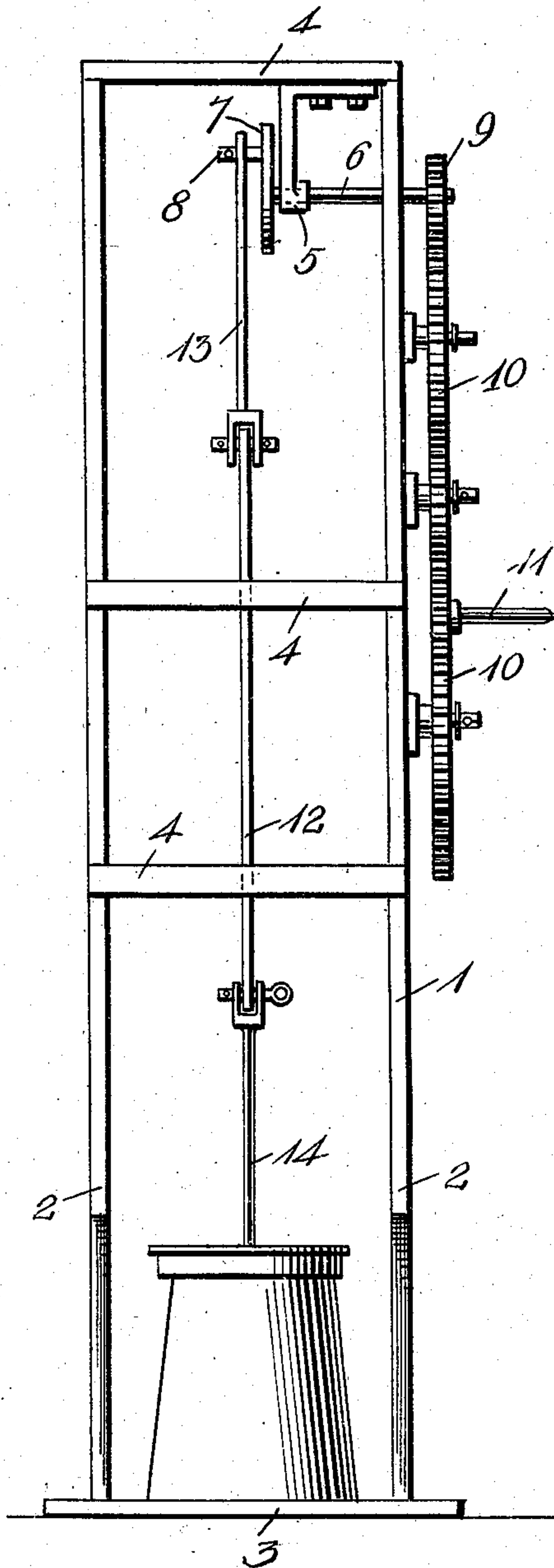
PATENTED MAR. 10, 1908.

H. W. MABRY.
CHURN.

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Fig. 1

Fig. 2



Witnesses

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HENRY WOODFORD MABRY, OF DUNDEE, TEXAS.

CHURN.

No. 881,251.

Specification of Letters Patent.

Patented March 10, 1908.

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To all whom it may concern:

Be it known that I, HENRY WOODFORD MABRY, a citizen of the United States, residing at Dundee, in the county of Archer and State of Texas, have invented certain new and useful Improvements in Churns; and I do 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 appertains to make and use the same.

This invention has relation to new and useful improvements in churns of the reciprocatory type or character, and has for its object the production of a simple and inexpensive device of this character through the use of which cream or milk may be churned in an expeditious manner and with a minimum of labor on the part of the operator.

In the accompanying drawings, Figure 1 is a front elevation of a churn constructed in accordance with the invention; and Fig. 2 is a longitudinal sectional view of Fig. 1.

Referring more particularly to the drawings, which are for illustrative purposes only, and are, therefore, not drawn to any particular scale, the numeral 1 indicates a suitable upright frame or supporting structure for supporting the churn mechanism, said frame or supporting structure essentially comprising two upright bars or members 2 adapted to be mounted on a suitable base 3 and braced apart by a series of cross bars or members 4, one of said bars being arranged at the upper ends of the members 2. Bolted or otherwise securely fastened to the upper cross bar or member 4, is a depending hanger 5, adapted to support the inner end of an axle 6, extending through one of the upright side members 2 at its outer end, and having fixed to its inner end a suitable drive wheel 7, carrying an eccentric or wrist pin 8 and drive pinion. The gear wheel 9 is fixed to the outer end of the axle 6 and is adapted to intermesh with a gear 10 of somewhat larger dimensions constituting one of a train of gears rotatably sustained by the adjacent upright members 2 of the supporting structure. These gears are so arranged as to impart a high speed to the wheel 7 when the lowermost of the gears is rotated, which lowermost gear is provided with a suitable handle 11. A vertically disposed operating member 12 is arranged to work through corresponding guide openings in the two lowermost members 4, and is con-

nected with the eccentric or wrist pin of the drive wheel 7 by a pitman 13.

A dasher rod 14, of suitable construction, is connected with the lower or free end of the operating rod or member 12, and has formed at its lower end a plurality of dashers 15, of suitable form.

In practice, movement is imparted to the drive wheel 7, which, in turn, imparts a reciprocatory movement to the operating rod or member 12 by rotating the lowermost gear by the handle 11.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of this invention.

Having described my invention, I claim:

A churn of the character specified embracing upright frame members; a horizontal drive axle, arranged at the upper ends of said frame members, the outer end of the former extending through and projecting beyond one of the latter, a drive pinion fixed to the outer end of the drive axle; a drive wheel at one end of said axle; a vertically disposed pitman connected with the drive wheel and arranged between the frame members; a dasher rod carrying a dasher; a vertically disposed connecting member pivotally connected at opposite ends between the pitman and dasher rod, and permitting lateral movement of the dasher; cross members formed with guide-opening to receive the connecting member arranged between the frame members, said cross members constituting guide means for the connecting member and connecting means for the frame members; and a vertical series of gears, rotatably sustained by one of the frame members for imparting movement to the drive pinion.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

HENRY WOODFORD MABRY.

Witnesses:

N. M. RAYBORN,
J. H. RAYBORN.