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*J. G. Talbot,*

*Churn.*

*No. 107,306.*

*Patented Sept. 13. 1870.*

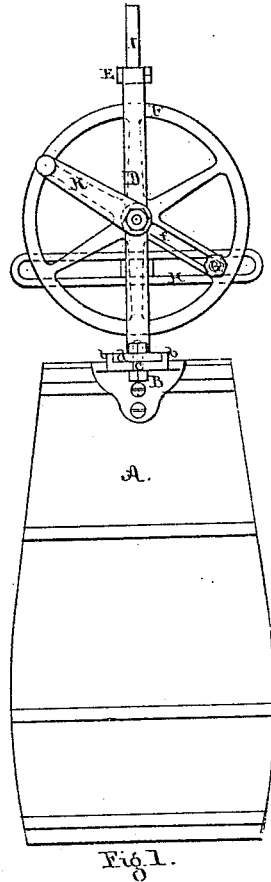


Fig. 1.

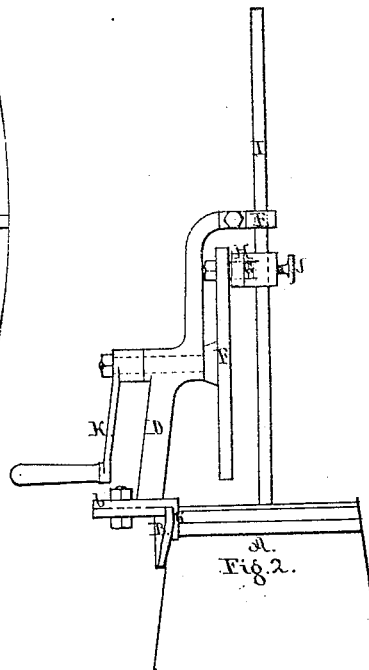
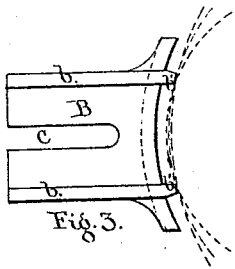


Fig. 2.

*Henry C. Mackay*  
*Wm. H. Lorr*

Witnesses.

*John G. Talbot*

JOHN G. TALBOT, OF SLOANSVILLE, NEW YORK.

Letters Patent No. 107,306, dated September 13, 1870.

IMPROVEMENT IN CHURNS.

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

I, JOHN G. TALBOT, of Sloansville, in the county of Schoharie and State of New York, have invented certain Improvements in Churn-Power, of which the following is a specification.

*Nature and Object of the Invention.*

My invention relates to an attachment to the common churn for the purpose of working the dasher, whereby the rise and fall of the dasher may be readily adjusted, and to the bracket for attaching it to the churn, so that it may be used on those of different diameters.

The object of my invention is to provide a means of lessening the labor required for operating the churn by changing its character, and to facilitate the proper adjustment of the power to the work to be performed.

*Description of the Accompanying Drawing.*

Figure 1 is a rear elevation of the churn, with the power attached.

Figure 2 is a side elevation of the power.

Figure 3 is an enlarged plan view of the bracket for attaching the power to the churn.

*General Description.*

A is the churn, of the common and well-known form of the dasher variety.

B is the bracket, for attaching the power to the churn. It is provided with guides, *b b*, for receiving the foot-piece of the standard, and with the ribs *b' b'*, so as to adjust itself, as shown by the dotted lines in fig. 3, to churns of different diameters.

It is also provided with the slot C, for the purpose hereinafter described.

D is the standard, having a foot-piece, *d*, at its lower end, a bearing for the shaft of the balance-wheel near its center, and its upper end formed to receive the guide E.

The balance-wheel F has a slotted arm, *f*, for receiving the wrist-pin, G, which passes into and operates the slotted bar H, the latter being secured to the dasher-handle I by the thumb-screw J.

K is the driving-crank, attached to the outer end of the balance-wheel shaft.

The manner of attaching my power is as follows:

The bracket B is secured by screws or bolts to the churn, so that its face, upon which the foot-piece *d* of the standard D is placed, will be flush with or a little above the top of the churn. The standard is then put into its place between the guides *b b*, and adjusted so that the guide E is brought centrally over the churn, and, for this purpose, the slot C is formed in the bracket B, so that, in using it upon churns of larger or smaller diameters, the foot of the standard may be carried in or out upon it, as occasion may require.

The wrist-pin G is adjusted in the slotted arm *f* at the proper distance, to give the required stroke to the dasher, and the slotted bar H secured at the desired position on the dasher-handle I. Upon motion being given to the balance-wheel F, by means of the driving-crank K, the wrist-pin G imparts, through the means of the slotted bar H, a reciprocating motion to the dasher-handle I.

*Claim.*

The herein described arrangement of the horizontally-adjustable standard D, wheel E, adjustable cross-head H, dasher-shaft I, and detachable guide E, in their relation to the churn-body A, as specified.

JOHN G. TALBOT.

Witnesses:

HENRY C. HARKELL,  
WM. H. LOW.