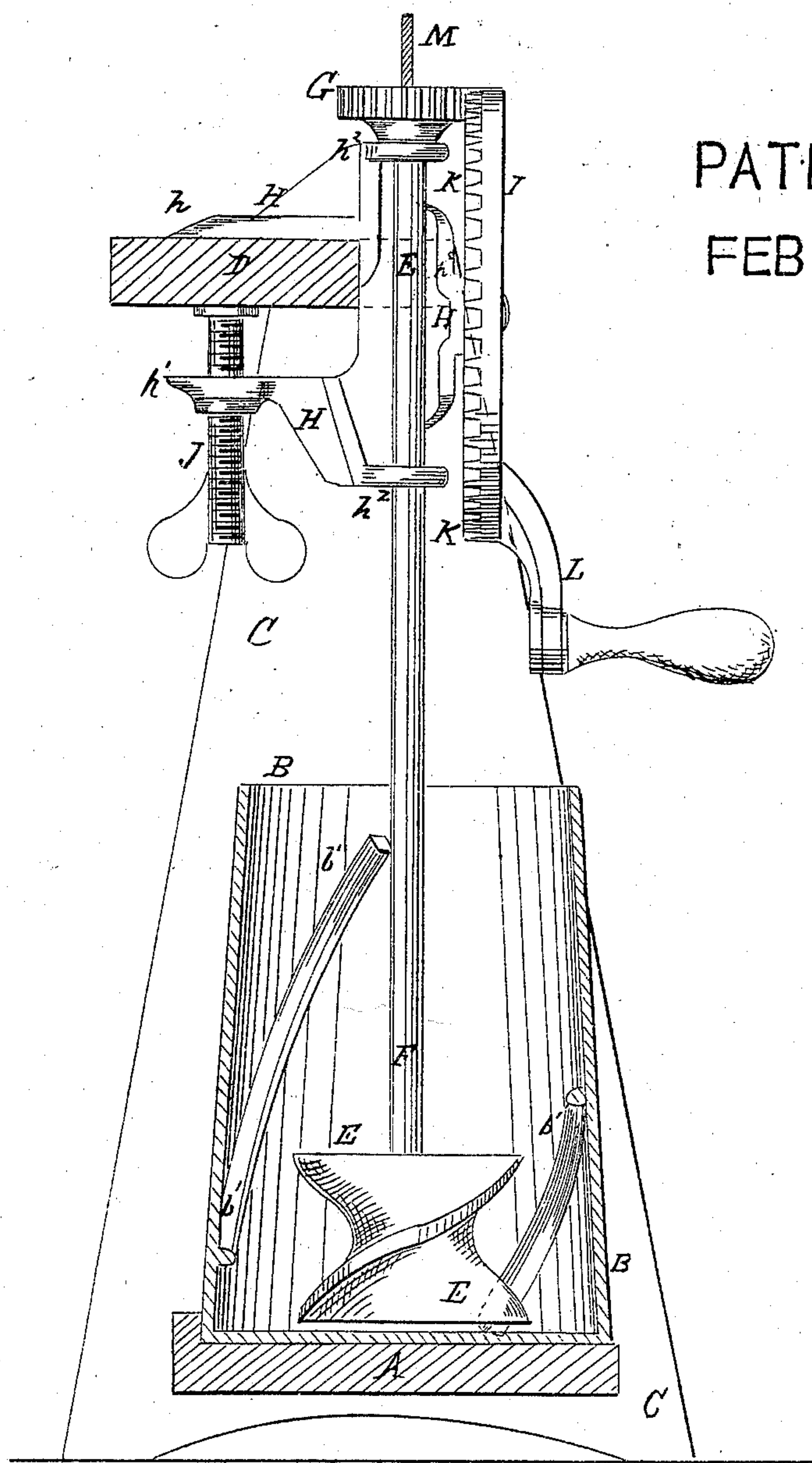


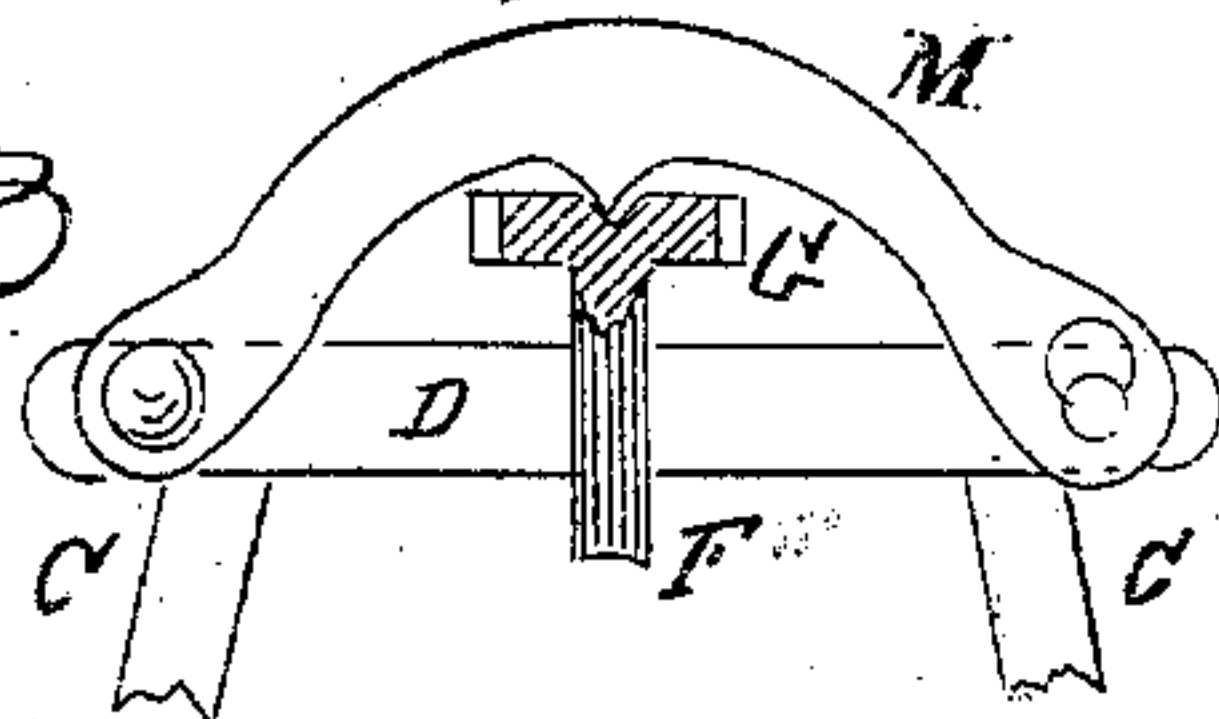
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Fig. 1



PATENTED
FEB 25 1868

Fig. 2



Witnesses:

W. C. Askerkett
J. A. Fraser

Inventor:

C. H. Carver
per Wm. L.
Attorneys

United States Patent Office.

C. H. CARVER, OF TAUNTON, MASSACHUSETTS.

Letters Patent No. 74,796, dated February 25, 1868.

IMPROVEMENT IN CHURNS.

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

TO ALL WHOM IT MAY CONCERN:

Be it known that I, C. H. CARVER, of Taunton, in the county of Bristol, and State of Massachusetts, have invented a new and useful Improvement in Churns; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 is a vertical section of my improved churn.

Figure 2 is a detail view illustrating the operation of the guard-bar.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved churn, simple in construction, easily cleaned, easily operated, and which will do its work quickly and thoroughly; and it consists in the construction and combination of the various parts, as hereinafter more fully described.

A is the platform, upon which the churn B stands. To the ends of the platform A are attached the standards C, the upper ends of which are connected and held in their proper relative positions by the cross-bar D, to which is attached the gearing by which the dasher is operated. The churn B may be secured in proper position upon the platform A by cleats or flanges formed upon or attached to the said platform. The churn B is formed in the usual manner, except that it has two or more inclined flanges, *b'*, attached to its inner surface. The flanges *b'* are inclined in such a direction that when the dasher is turned forward or in the usual direction, the said ribs or flanges *b'* will intercept and break the currents formed by said dasher, and at the same time tend to guide or direct the cream towards the bottom of the churn, throwing said cream into violent agitation. E is the dasher, which is made in the form of a double-threaded screw, each thread making about or a little more than half a revolution, so that by turning the dasher forward the tendency will be to force the cream downwards towards the bottom of the churn, and at the same time outwards, to be acted upon by the inclined ribs or flanges *b'*. F is the dasher-shaft, to the lower end of which is attached the screw-dasher E, and to the upper end of which is attached a small gear-wheel, G. The dasher-shaft or handle F revolves in bearings in the clamp H, which is made in substantially the form shown in fig. 1, that is to say, with two jaws, *h'*, to pass, one above and the other below the cross-bar D, with two bearings, *h''*, for the dasher-shaft F, and with an arm or central part, *h'''*, projecting in front, upon which is formed or to which is attached a gudgeon for the crank-wheel I to revolve upon. J is a set or clamping-screw, which passes in through the lower jaw *h'*, and presses against the lower side of the bar D, to secure the said clamp to the said bar. The screw J may have a small disk or plate attached or swivelled to its forward end, to prevent it from injuring the said bar. To the rear side of the wheel I is attached, or upon it is formed, a gear-wheel, K, the teeth of which mesh into the teeth of the small gear-wheel G, and to its forward side is attached a crank, L, by means of which motion is given to the dasher. M is a guard-bar or plate, one end of which is pivoted to the cross-bar D near one end, and the other end has a hole formed in it, which passes over and catches upon a screw or pin-head attached to the cross-bar D at its other end. The middle part of the guard-bar M projects downward, so as to touch or nearly touch the upper end of the dasher-shaft F, to prevent its working up while being operated.

By detaching the free end of the guard-bar M and raising it up, the dasher-shaft F may be raised vertically, to raise the dasher E out of the churn B, so that the said churn may be readily removed for convenience in removing the butter and buttermilk and putting in the cream.

I claim as new, and desire to secure by Letters Patent—

1. The combination of the screw-dasher E, constructed as described, with the churn B, having two or more inclined ribs or flanges, *b'*, attached to its inner surface, substantially as herein shown and described, and for the purpose set forth.

2. The combination of the clamp H, constructed substantially as herein shown and described, that is to say, with jaws *h'*, bearings *h''*, and arm *h'''* with the dasher-shaft F and crank-wheel I, as and for the purpose set forth.

The above specification of my invention signed by me, this 30th day of December, 1867.

Witnesses:

JAMES H. DEAN,
ALBERT B. THOMAS.

C. H. CARVER.