J. King,

Churn.

No. 94,830. Fig. 1. Patented Sept. 14. 1869

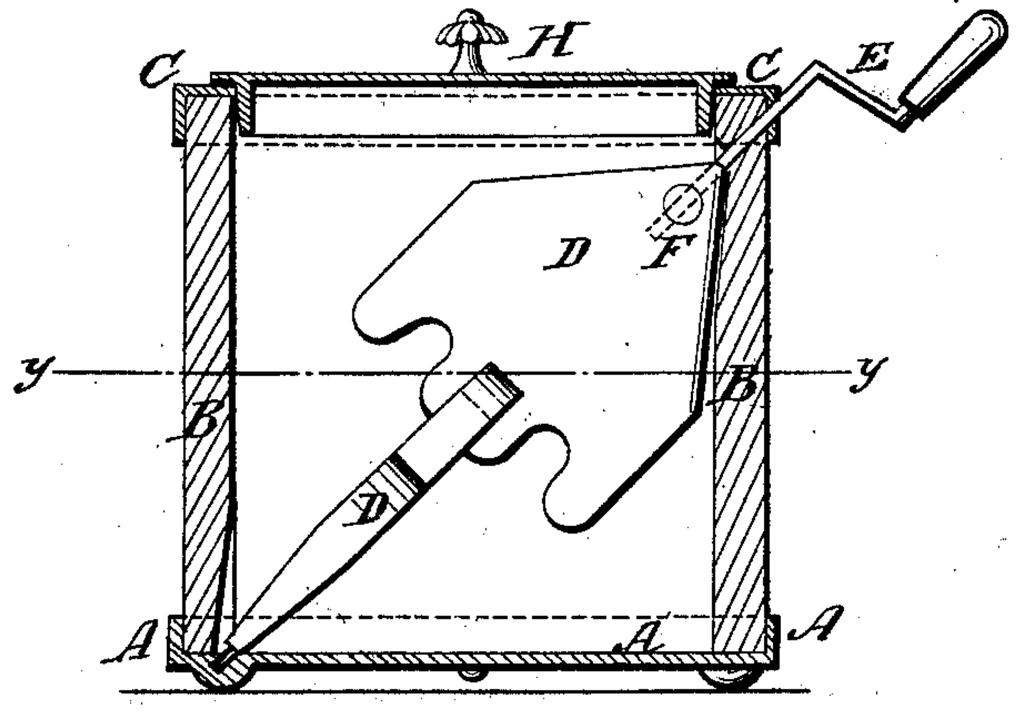
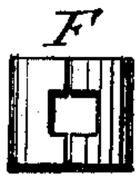


Fig. 2.

Fig. 7



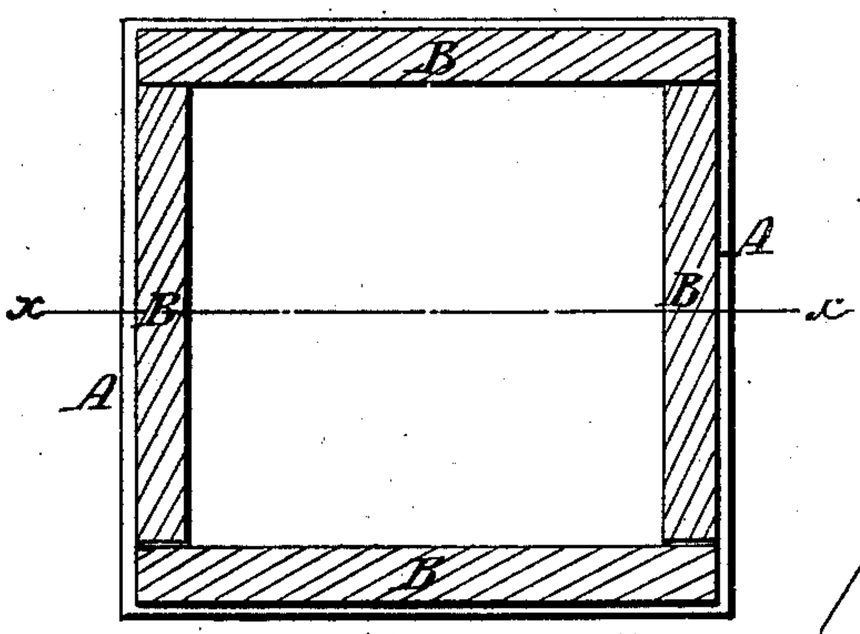


Fig. 3.

Fig. 4.

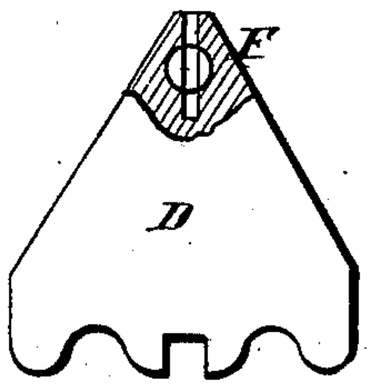


Fig. 5.

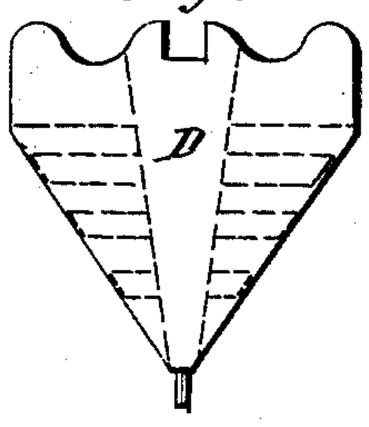
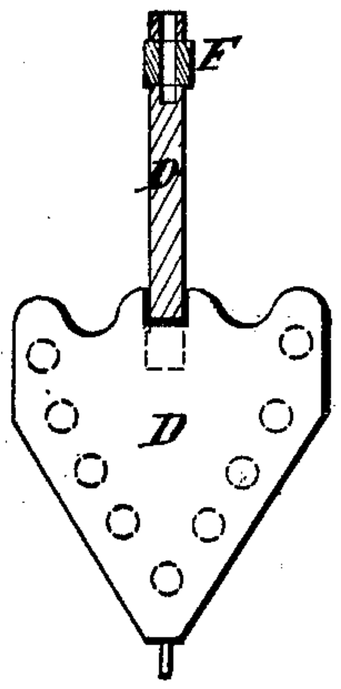
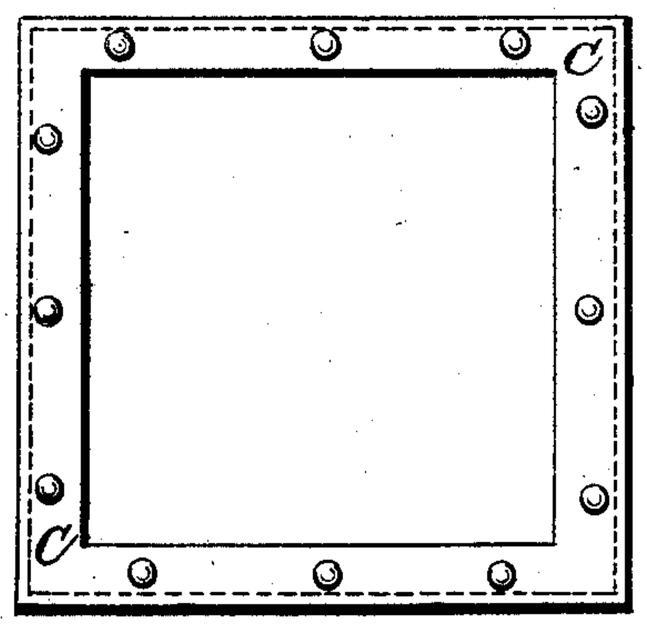


Fig. 6.





Witnesses.
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JAMES KING, OF SUCKASUNNY, NEW JERSEY.

Letters Patent No. 94,830, *dated September* 14, 1869.

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, JAMES KING, of Suckasunny, in the county of Morris, and State of New Jersey, 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 others skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which—

Figure 1 is a vertical section of my improved churn, taken through the line *x–x*, fig. 2.

Figure 2 is a horizontal section of the same, taken through the line *y–y*, fig. 1.

Figure 3 is a top view of the same, the cover being removed.

Figures 4, 5, and 6 are detail views of the dasher, illustrating its construction.

Figure 7 illustrates the construction of the crank-socket.

Similar letters of reference indicate corresponding parts.

My invention has for its object to furnish an improved churn, which shall be so constructed that it may be conveniently nested for market or transportation; and

It consists in the construction of the body and dasher of the churn, as hereinafter more fully described.

A represents the bottom of the churn, which is cast with an upwardly-projecting flange around its edges, to receive the ends of the side-boards B of the churn-body.

The bottom A should be formed with downward projections, to serve as feet to support the churn, and the part in which the socket for the pivot of the dasher is formed should be made thicker, so that it may not be weakened by the formation of said socket.

B are the side-boards, which are so formed that they may fit into the bottom A, in whatever order they may happen to come.

C is the top plate or band, which is cast in angular form, as shown in figs. 1 and 3, so as to fit upon the top and sides of the upper ends of the boards B, as shown in fig. 1.

D is the dasher, which is set in an inclined position, and is revolved by a crank, E, the shaft of which is made square, and enters a square socket, F, in the upper end of the dasher D.

The socket F may be cast in the form of semi-cylindrical blocks, having square notches formed in their flat surfaces in such a position as, when put together, to form a square socket to receive the crank-shaft.

The socket F is dosigned to be driven into a hole in the upper end of the dasher, as shown in the drawings.

The dasher B is made in two parts, notched transversely in the centres of their adjacent edges, so that they may fit together at right angles to each other, as shown in figs. 1, 4, 5, and 6.

This construction allows the dasher to be taken apart for convenience in nesting them for market.

The parts of the dasher may be made solid, as shown in fig. 1, or may be perforated, as shown in red in fig. 6, or may be formed by attaching transverse strips to a central shaft, as shown in red in fig. 5, the construction being immaterial so long as they are made in two parts notched transversely at the centres of their adjacent edges, as shown in the drawings.

Having thus described my invention,

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

1. The square or rectangular churn, composed of the flanged bottom A, sides B, flanged top rim or plate C, cover H, and dasher D, made in two equal parts, and provided with the crank E and socket F, all constructed and arranged as herein shown and described, whereby the parts may be readily joined together or detached from each other, and packed for transportation or otherwise, as set forth.

2. Forming the dasher D, formed in two parts, detachably connected to each other at right angles by means of transverse notches in the centres of their adjacent edges, substantially as herein shown and described, and for the purpose set forth.

3. In combination with the dasher, constructed as described, the semi-cylindrical block or socket F, adapted to be inserted in the recess in the end of the dasher, to receive the square or angular end of the crank-shaft E, all as herein shown and described.

Witnesses: JAMES KING

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PETER VAN NEST.