No. 661,092. Patented Nov. 6, 1900.

J. B. TURNER & J. F. WEBB.

CHURN.

(Application filed Dec. 1, 1898.)

(No Model.)

Fig. 1.

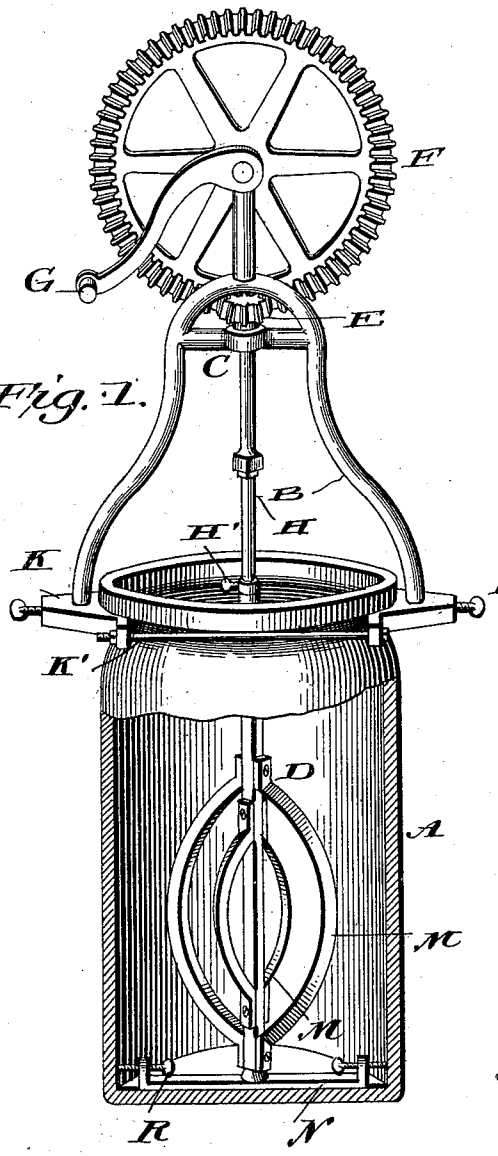
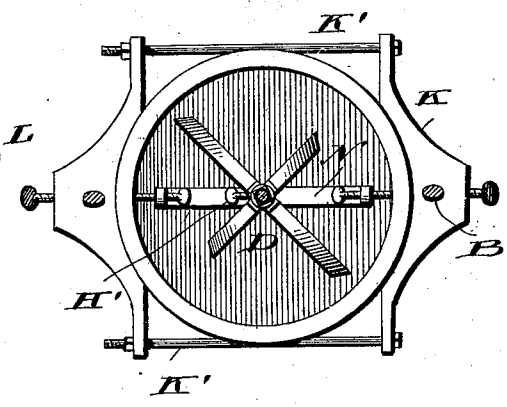


Fig. 2.



Witnesses

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UNITED STATES PATENT OFFICE.

JAMES B. TURNER AND JAMES F. WEBB, OF CENTRE, MISSOURI.

CHURN.

SPECIFICATION forming part of Letters Patent No. 661,092, dated November 6, 1900.

Application filed December 1, 1898. Serial No. 697,982. (No model.)

To all whom it may concern:

Be it known that we, JAMES B. TURNER and JAMES F. WEBB, citizens of the United States, residing at Centre, in the county of Ralls and State of Missouri, have invented certain new and useful Improvements in Churns; and we 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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

This invention relates to certain new and useful improvements in churns; and the same consists in the novel construction, combination, and adaptation of parts, as will be hereinafter more fully described, and then specifically defined in the appended claim.

Our invention is clearly illustrated in the accompanying drawings, which, with the letters of reference marked thereon, form a part of this application, and in which drawings—

Figure 1 is a perspective view showing our improved dasher-holding frame as secured to the churn-body. Fig. 2 is an enlarged detail view of the dasher and means at its lower end for holding the pivotal block in which the lower end of the dasher is mounted in place in the churn.

Reference now being had to the details of the drawings by letter, A designates the churn-body, and B the upright portions of the dasher-supporting frame. At the upper bent end of said frame is journaled the shaft C, which rotates the dasher D. This shaft C has fastened thereto a gear-wheel E, which meshes with the teeth on the wheel F, which latter is operated by the handle G. The dasher, which may be a single or double one, as may be desired, has the vertically-adjustable rod H, held in a recess in the dasher-shaft and adapted to be held at different heights by means of the thumb-screw H′. The upper end of this rod is square in outline and engages in the lower recessed end of the shaft mounted in the frame secured to the churn-body. By this arrangement the dasher-shaft and the dasher may be readily removed from the churn-body when desired without removing the operating mechanism and its supporting-yoke, it being necessary simply to loosen the thumb-screw H′ and telescope the rod H and dasher-shaft. At the lower end of the frame are the churn-engaging strips K, which are connected together by means of rods K′. The ends of the yoke B are detachably held in the strips K by the thumb-screws L, as shown, so that when it is desired to remove the dasher the screws L are loosened and the yoke and the rod H removed.

The dasher-shaft, which in the present instance is provided with the bands M at right angles to each other, has its lower end mounted in a socket in the cross-piece N, which cross-piece has its ends upwardly bent and carrying thumb-screws R. These thumb-screws are adapted to engage with the inner wall of the churn when the dasher is inserted therein for the purpose of holding said cross-piece securely in place in the churn-body, as will be readily understood.

Having thus described our invention, what we claim to be new, and desire to secure by Letters Patent, is—

The combination with a churn-body having a projecting flange at its upper end, of oppositely-disposed strips curved upon their adjacent faces to engage beneath the flange of the churn-body, rods connecting the adjacent opposite ends of said strips, an arched yoke having its extremities detachably engaged in said strips at diametrically-opposite points and providing an unobstructed space beneath, thumb-screws in said strips engaging the extremities of said yoke, operating mechanism mounted in the upper part of said yoke, a shaft-bearing detachably supported within the churn-body at the lower end thereof, a dasher-shaft supported by said bearing, and an adjustable rod telescoping with the dasher-shaft and detachably connected with the shaft of the operating mechanism, and means for rigidly securing said rod and shafts together, all substantially as herein shown and described.

In testimony whereof we affix our signatures in presence of two witnesses.

JAMES B. TURNER.
JAMES F. WEBB.

Witnesses:
E. W. KEITHLY,
J. P. SIMMS.