C. W. PACKER.

ICE CREAM FREEZER.

No. 181,972. Patented Sept. 5, 1876.

Fig. 1

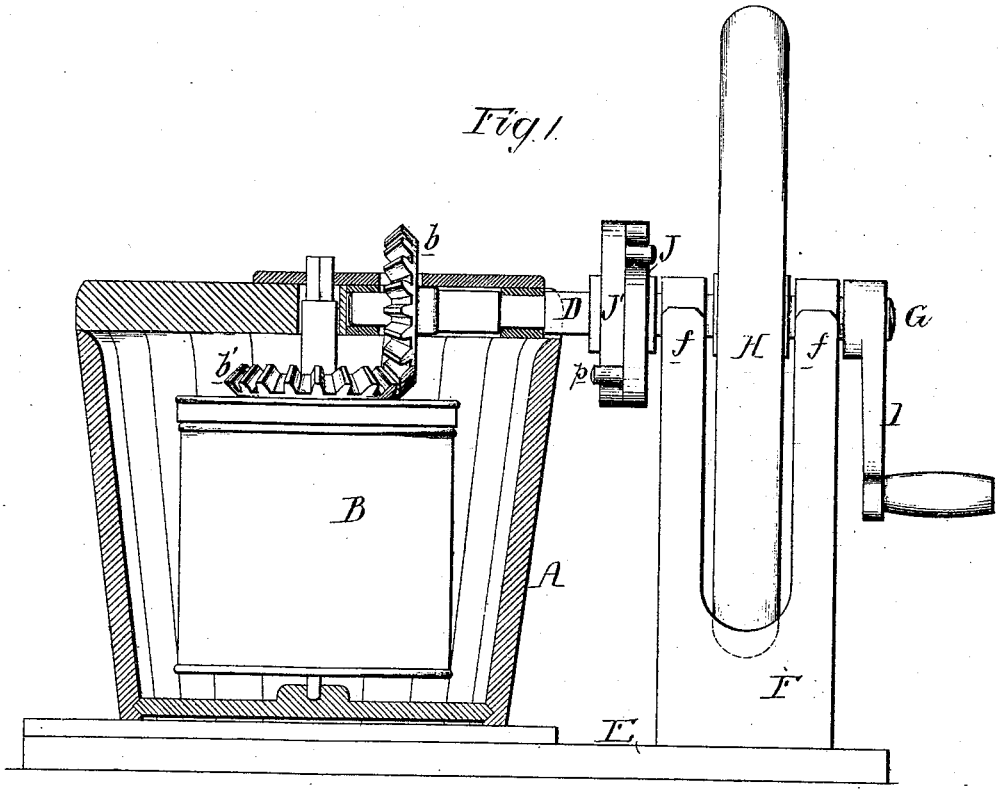


Fig. 4

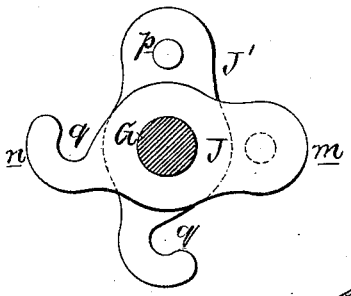


Fig. 2.

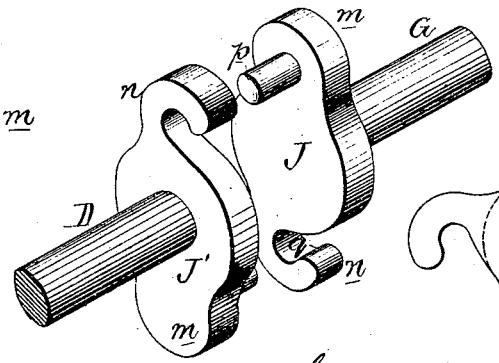
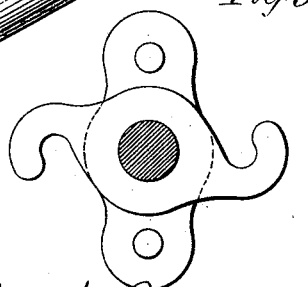


Fig 3



Witnesses
Ellwood F. Peetz.
Harry Smith

Charles W. Packer
by his Attorneys
Howson and Sons

UNITED STATES PATENT OFFICE.

CHARLES W. PACKER, OF PHILADELPHIA, PENNSYLVANIA.

IMPROVEMENT IN ICE-CREAM FREEZERS.

Specification forming part of Letters Patent No. **181,972**, dated September 5, 1876; application filed July 10, 1876.

To all whom it may concern:

Be it known that I, CHARLES W. PACKER, of Philadelphia, Pennsylvania, have invented certain Improvements in Ice-Cream Freezers, of which the following is a specification:

The object of my invention is to so construct a driving device for, and so combine it with, an ice-cream freezer, that the freezing-vessel and its adjuncts can be readily detached from, and as readily connected to, the said driving device without manipulating the coupling, and so that no provision for securing the said vessel is required, a further object of my invention being the raising of the lid of the freezer without moving it away from the driving appliances.

In the accompanying drawing, Figure 1 is a side view, partly in section, of an ice-cream freezer and driving appliances; Fig. 2, a perspective view of the coupling device, and Fig. 3 a modified form of coupling.

The freezer consists of the exterior vessel A containing the ice, the inner vessel B for containing the cream, a shaft, D, adapted to bearings on the lid of the vessel A, and bevel-wheels b b^1, through which motion is communicated to the vessel B from the driving device, all of which parts are common to other freezers.

The vessel A rests on a base, E, to which is secured a standard, F, having two bearings, f f, for a horizontal shaft, G, carrying a fly-wheel, H, one end of the shaft being provided with a suitable handle, I, and the other end with a clutch, J, consisting of a lever with two arms, m and n, the former being provided with a pin, p, and the latter with a curved recess, q. A precisely similar clutch-lever, J′, is secured to the end of the shaft D of the freezer, and the pin p of one clutch is adapted to the curved recess of the other clutch, care being taken in constructing the machine that the shaft D shall be in line with the shaft G.

It will be seen that the freezer can be at once withdrawn from all connection with the driving appliances without resorting to any preliminary manipulation of the coupling, and can be as easily adjusted, so that its shaft D shall be in gear with the driving-shaft G. It will also be seen that the clutches are such that the vessel A of the freezer cannot be disturbed by the turning of the shaft G; hence there is no necessity for making any provision for the securing of the said vessel to the base.

It is not essential that the clutch-levers should be constructed precisely as shown in Fig. 2. One of the levers, for instance, may have two curved recesses, and the other have two pins, as shown in Fig. 3; but I prefer the plan shown in Fig. 2, partly for the reason that one pattern only is required for both levers, but principally because it permits the raising of the lid of the freezer without moving the body of the same by merely turning the clutches J and J′, so that their pins are not in the same vertical line, the pin of the clutch J′, however, being uppermost. This will be understood on reference to Fig. 4, in which it will be seen that the clutch J′, carried by the lid, is free to rise without interfering with the clutch J.

I claim as my invention—

A standard or frame, F, carrying the horizontal driving-shaft G, and a freezer, A, with horizontal shaft D, arranged in line with the driving-shaft, in combination with a clutching device constructed, substantially as described, for permitting the withdrawal and replacing of the freezer without manipulating the coupling.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

CHARLES W. PACKER.

Witnesses:

ELLWOOD F. DEETZ,

HARRY SMITH.