J. L. SHIPE.

Churn.

No. 197,674. Patented Nov. 27, 1877.

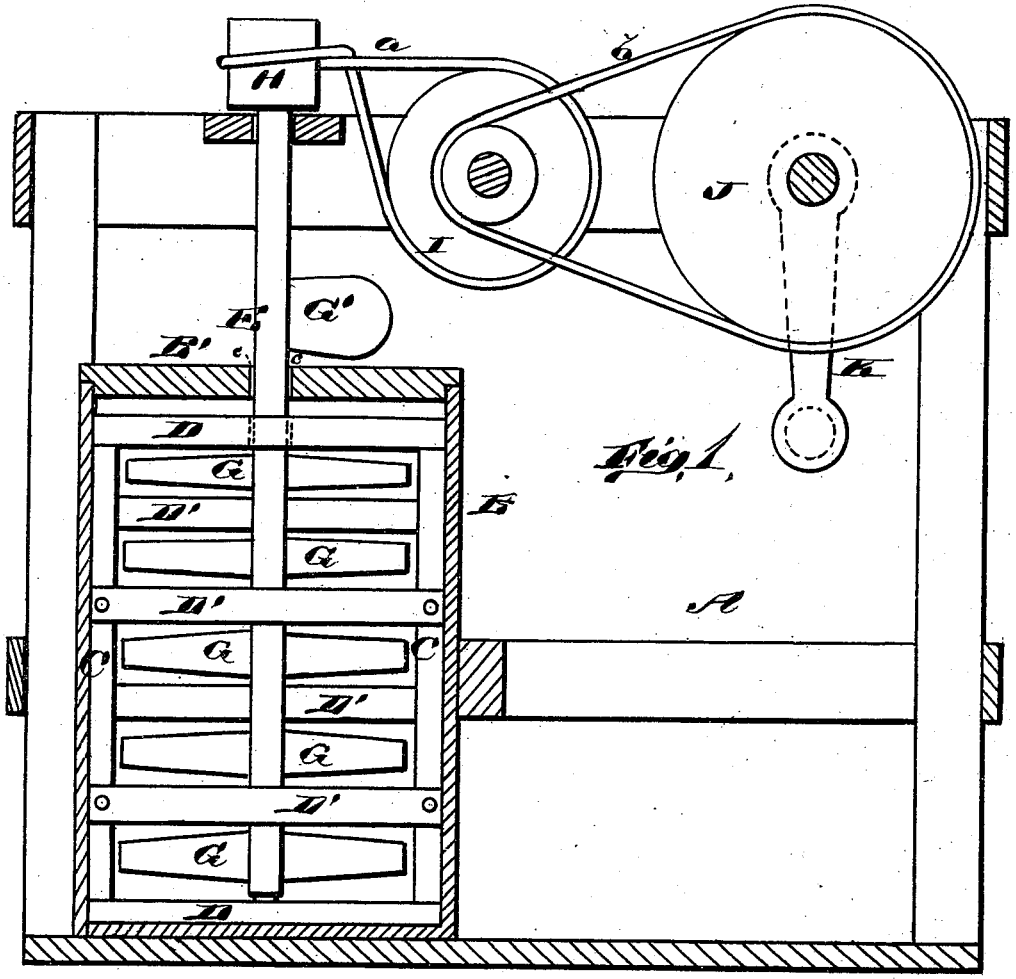

Fig. 1.

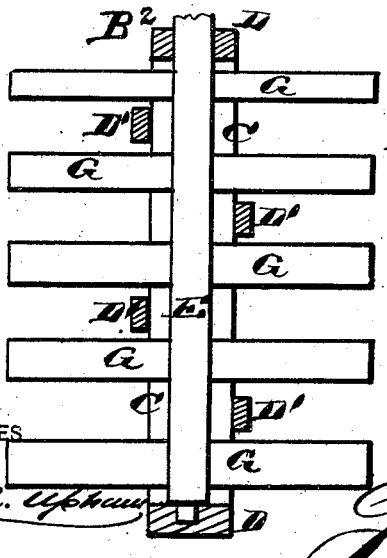

Fig. 2.

WITNESSES

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UNITED STATES PATENT OFFICE.

JOHN LAFAYET SHIPE, OF CLINTON, TENNESSEE.

IMPROVEMENT IN CHURNS.

Specification forming part of Letters Patent No. **197,674**, dated November 27, 1877; application filed September 1, 1877.

To all whom it may concern:

Be it known that I, JOHN L. SHIPE, of Clinton, in the county of Anderson and State of Tennessee, have invented a new and valuable Improvement in Churns; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the annexed drawing, making a part of this specification, and to the letters and figures of reference marked thereon.

Figure 1 of the drawing is a representation of a longitudinal vertical sectional view of my churn, and Fig. 2 is a detail view thereof.

The nature of my invention consists in the novel construction of a churn-dasher, as will be hereinafter more fully set forth.

The annexed drawing, to which reference is made, fully illustrates my invention.

A represents the frame of my machine, constructed in any suitable manner, to contain the various working parts. B is the churn, of any suitable form and shape, within which is a stationary but removable dasher-frame, B^2, consisting of two upright side pieces, C C, connected by top and bottom bars D D. The side pieces C C are further connected by horizontal bars D′ D′, alternating on opposite edges of said side pieces, as shown. E represents the dasher-shaft, passing vertically through an orifice, *c*, in the top B^1 of the churn, through the top and bottom bars D D of the interior frame, and between the bars D′ D′ of said frame. To this shaft are attached horizontal wings or paddles G G, which work between the bars D and D′ of the interior frame, as shown.

The slats or horizontal bars of the interior frame counteract the force of the milk, as set in motion by the wings or paddles G, thereby breaking up the globules more speedily, and facilitating the process of butter-making.

Above the top B^1 of the churn the rod or shaft E is provided with a wing, G′, which, by its revolution, keeps off flies from the top of the churn.

On the upper end of the dasher-rod E is a pulley H, connected by a twisted belt, *a*, with a horizontal pulley, I, and this pulley is, by a belt, *b*, connected with a large driving-pulley, J, the shaft or journal of which is provided with a crank, K, for operating the same, and thus communicate motion to the dasher-rod E.

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

The dasher-frame B^2, having two upright side pieces, C, and connecting top and bottom bars D, with horizontal bars D′ alternating on opposite edges of said side pieces, in combination with the dasher-shaft E, passing vertically through the top and bottom bars of the dasher-frame, and provided with horizontal paddles G, substantially as and for the purposes set forth.

In testimony that I claim the above I have hereunto subscribed my name in the presence of two witnesses.

JOHN LAFAYET SHIPE.

Witnesses:
L. D. BROWN,
C. G. BROWN.