

BARDELL & SMITH.

Coal Scuttle.

No. 62,807.

Patented March 12, 1867.

Fig. 1

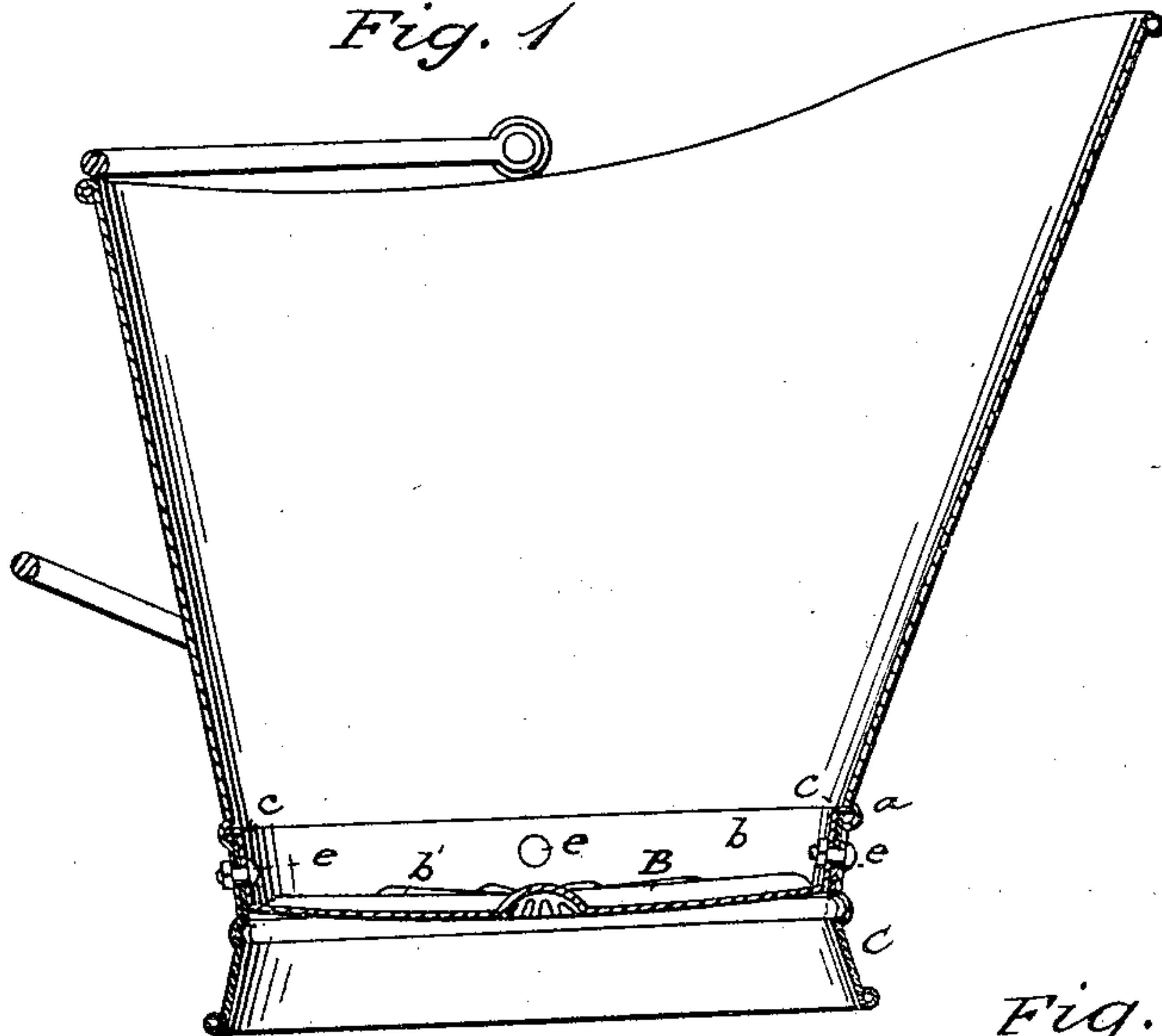


Fig. 2

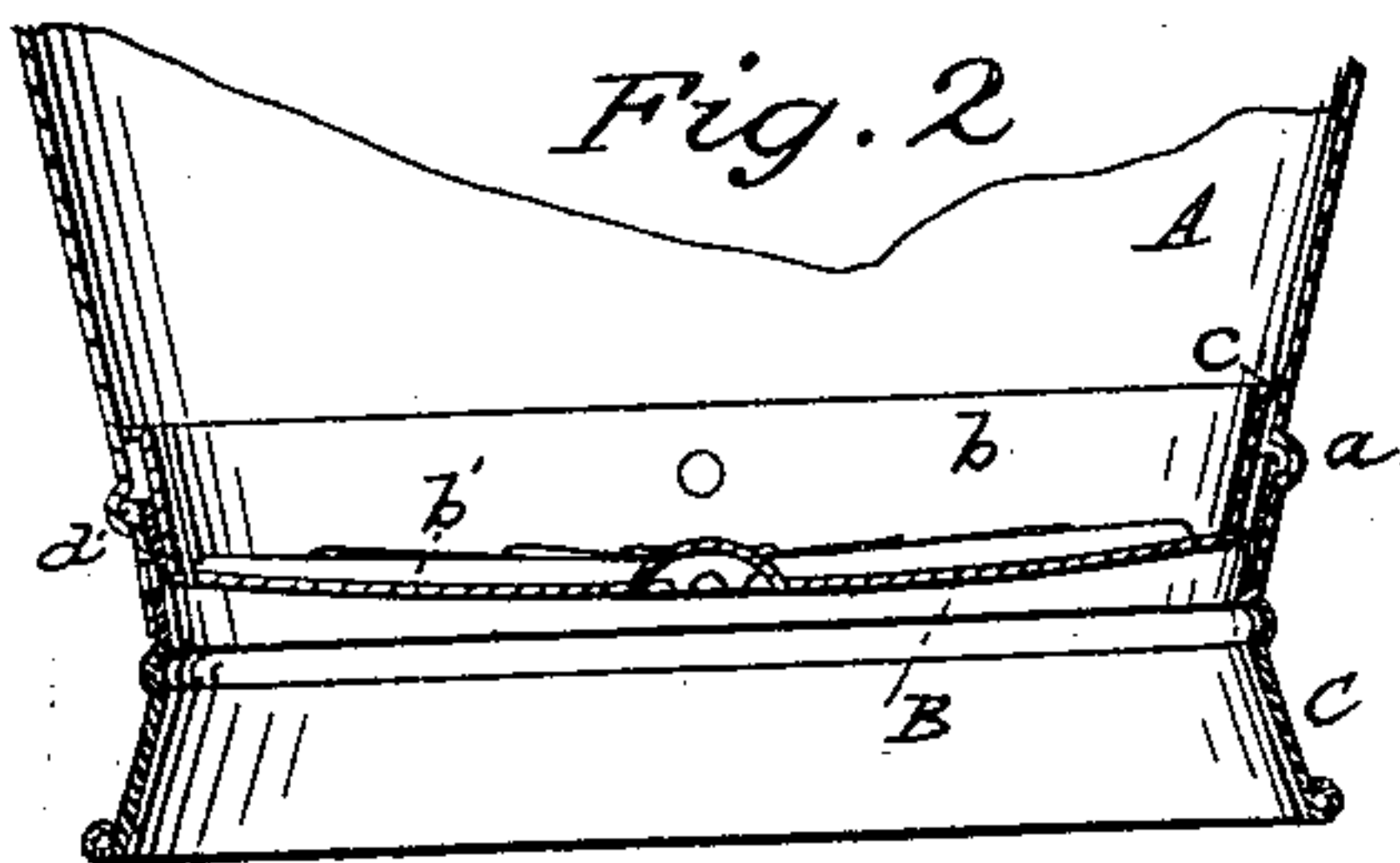


Fig. 3

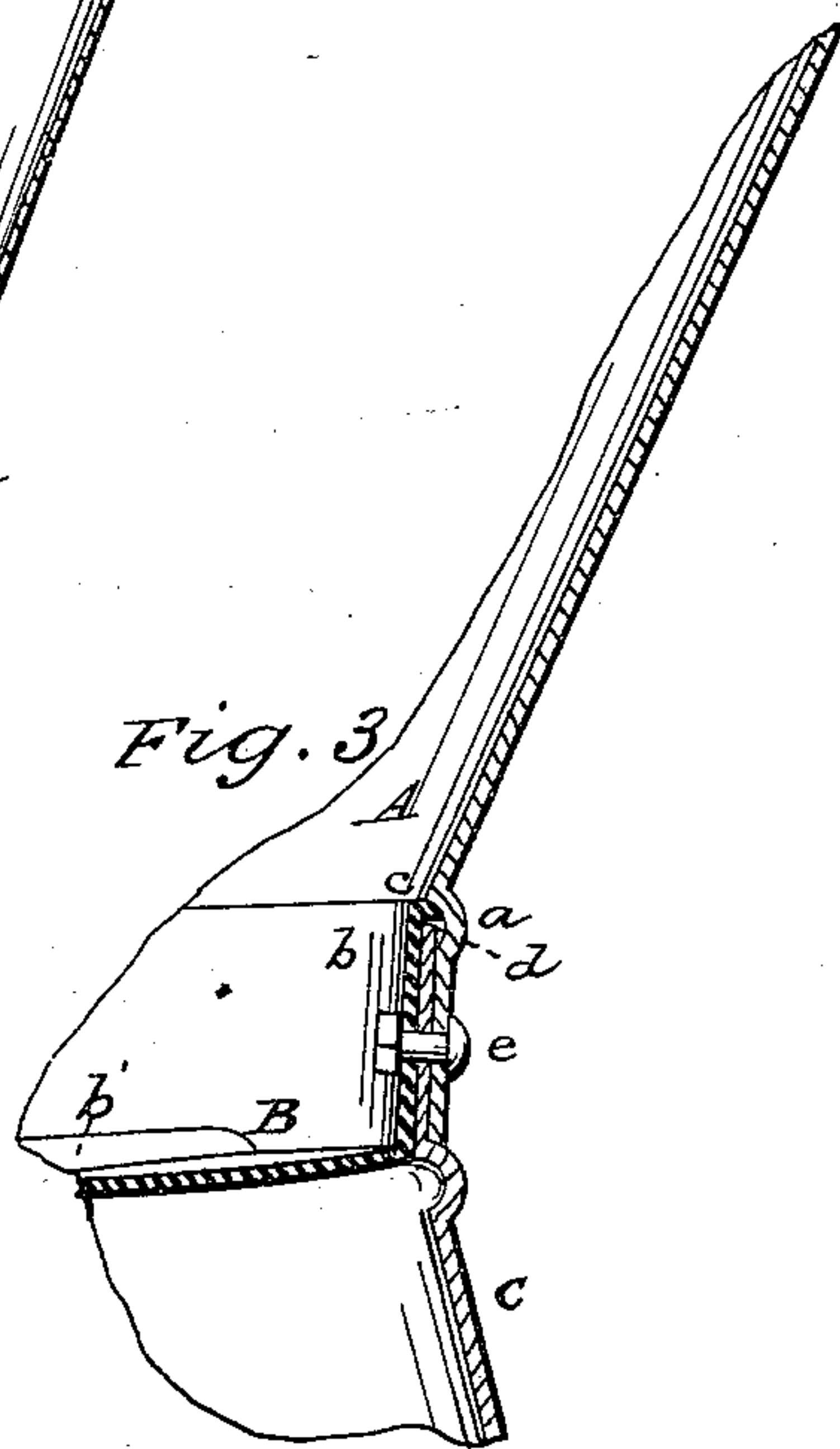
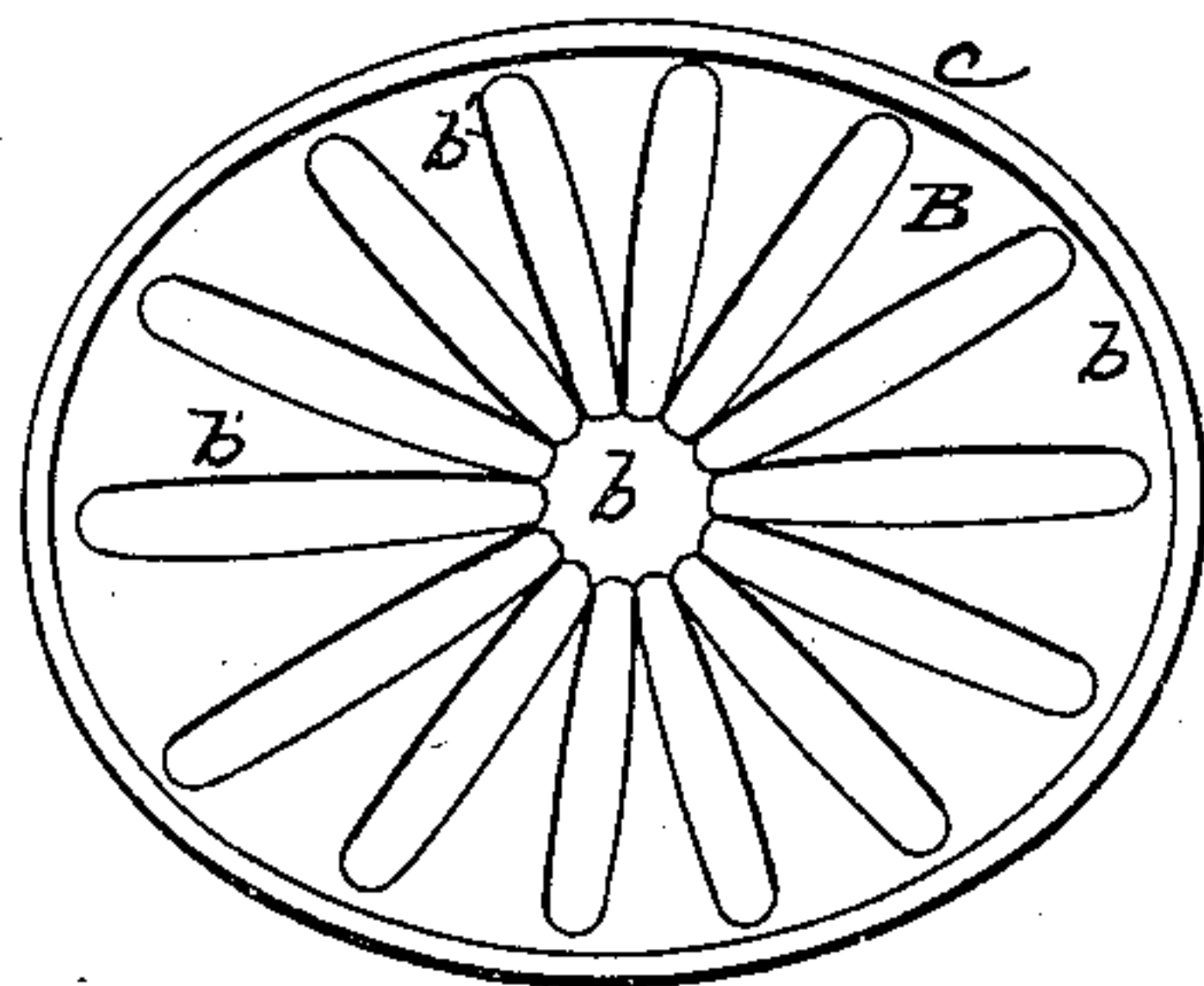


Fig. 4



Witnesses:

James Cochran
John McIntyre

Inventors:

Alfred Bardell
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United States Patent Office.

ALFRED BARDELL AND SAMUEL SMITH, OF NEW YORK, N. Y.

Letters Patent No. 62,807, dated March 12, 1867.

IMPROVEMENT IN COAL SCUTTLES.

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

TO ALL WHOM IT MAY CONCERN:

Be it known that we, ALFRED BARDELL and SAMUEL SMITH, both of the city, county, and State of New York, have invented certain new and useful improvements in Coal Scuttles, and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the drawings which accompany this specification, and to the figures and letters marked thereon. Of these drawings—

Figure 1 is a vertical central section of a scuttle containing our improvements.

Figure 2 is the same view showing the bottom in a position ready to be sprung into the recess of the bead on the body.

Figure 3 is a detached view of the joint on an enlarged scale; and

Figure 4 is a plan view of the bottom.

Similar letters of reference indicate corresponding parts in the several figures.

The object of our improvement is to produce a coal scuttle that can be quickly as well as cheaply manufactured, while at the same time it shall be more durable than any other of its class. The double-seamed scuttle has had a larger sale and been more extensively introduced into public use than any other, because of its lightness and durability of parts, but it first commences to wear, when in constant use, at the sides near the bottom, such wear being occasioned by the moisture and friction of the coal, as there is but one thickness of sheet metal at that point, namely, the body of the scuttle. And the same is true with respect to all other scuttles heretofore made of this class. We so construct our scuttle that it is fully as light as any of the others referred to, while it has three thicknesses of sheet metal instead of one to protect it at the point where the scuttles mentioned begin to wear first. The sheet-iron bottom which, in those scuttles, frequently sags or becomes weakened by dents, is, in ours, struck up and corrugated, which adds to the stiffness and rigidity of the whole base as well as increasing the lateral strength of the bottom. Again, our bottom is so constructed that it can be sprung into its place in the body, while it and the base form a support for each other as well as for the body of the scuttle. And when the bottom is sprung into place, its construction excludes the possibility of wet or moisture from the interior of the scuttle reaching the points of contact of the body, base, and bottom, so that rusting of the parts does not take place.

To enable others skilled in the art to make our improved scuttle, we will proceed to describe its construction.

A is the body of the scuttle, having made upon the lower portion, within a short distance of the edge that comes in contact with the base rim, a bead, *a*, which runs the whole distance round the body. B is the sheet-iron bottom, which is struck up so as to form a rim, *b*; upon this rim is formed a small continuous flange, as seen at *c*. When the bottom B is placed in the body A, this flange takes into the recess *d*, (fig. 2 showing the bottom in a position ready to be sprung into its place in the bead on the body.) The body A, from the bead down, is made a little flaring, or the portion of the bottom (rim *b*) from which the flange projects, is at a little inclination inwards to the bottom proper, so as to permit of a small space existing between the body and bottom, in which is inserted the bottom rim *C*, running completely up to the flange *c* of the bottom. It is plain that this construction gives three thicknesses of sheet metal at the part where it is most needed, while the weight of the scuttle is not increased. And it is evident that the wet from the contents of the scuttle will not reach the joints by reason of the springing in of the bottom, and the flange upon the edge thereof filling up the bead on the body. The bottom B is struck up and corrugated in the shape, as shown in the drawing at *b' b'*, or in any other convenient shape, which, as before stated, increases the strength and durability of the ordinary thin sheet-iron bottom. The body bottom and base rim, after the bottom is sprung into the body, and the upper edge of the base rim inserted between them, as before described, can be secured together by means of screws or rivets, as shown at *e e e e*. Any one of these parts can be easily replaced if it should be required from any cause.

Having described our improvements, what we claim as our invention, and desire to secure by Letters Patent, is—

1. The combination of a body and base rim, with a bottom so constructed as to have a flange which can be sprung into the recess formed upon the body, and thereby bring together three thicknesses of sheet metal just above the bottom of the coal scuttle, substantially as and for the purpose herein described.
2. A struck-up and corrugated sheet-iron bottom, B, in combination with the body and base rim, substantially as and for the purpose herein described.

ALFRED BARDELL,
SAMUEL SMITH.

Witnesses:

JAMES COCHRANE,
JOHN MCINTYRE.