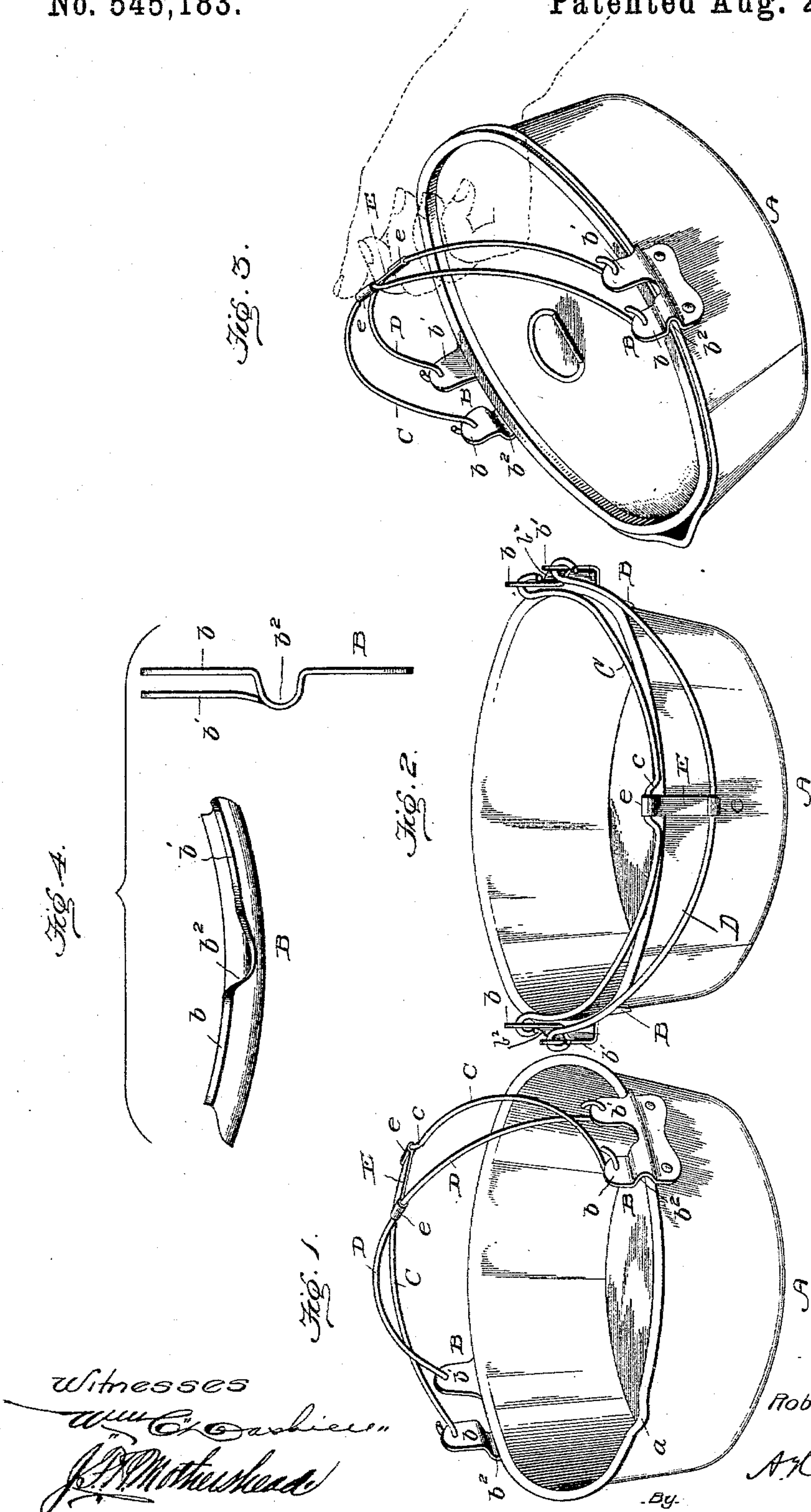


(No Model.)

R. B. VANDERBURG.
SAUCEPAN.

No. 545,183.

Patented Aug. 27, 1895.



Witnesses

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ROBERT BENTON VANDERBURG, OF LONG BEACH, CALIFORNIA.

SAUCEPAN.

SPECIFICATION forming part of Letters Patent No. 545,183, dated August 27, 1895.

Application filed July 27, 1895. Serial No. 557,333. (No model.)

To all whom it may concern:

Be it known that I, ROBERT BENTON VANDERBURG, a citizen of the United States, residing at Long Beach, in the county of Los Angeles and State of California, have invented certain new and useful Improvements in Saucepans, of which the following specification contains a full, clear, and exact description, reference being had to the accompanying drawings, in which—

Figure 1 is a perspective of the saucepan with its bails crossed to hold them in upright position. Fig. 2 is a similar view with the bails folded, so as to permit nesting of the saucepans for storage or transportation. Fig. 3 is a perspective of the saucepan, showing the parts as they appear during the act of pouring out the liquid contents of the vessel. Fig. 4 shows a plan and end view of one of the twin bail-ears.

My invention relates to that class of saucepans in which double bails are employed to cause the pan or vessel to tilt and discharge its contents.

The object of the invention is to improve the action of the bails by means of a positive connection which will exert a lever action when the bails are pressed to tilt the vessel, cause the bails to fold in unison into proper position to permit nesting the vessels, and also serve to hold the bails in a raised position when the vessel is on the stove.

A further object of the invention is to improve the construction of the twin ears.

With these objects in view the invention consists in the construction and arrangement of parts as will be hereinafter described and claimed.

A is the vessel of any suitable size and material and provided with a pouring mouth or lip *a*.

B B are the twin ears at opposite sides of the upper edge of the vessel and to which are pivotally connected the lower ends of the bails C D. The bail C is somewhat longer than the bail D, to which it is positively connected at its middle portion by a rod or bar E, the said rod or bar having eyes *e e* at its ends through which the said bails freely pass. The middle of the bail C is offset or cranked, as at *c*, and the eye *e* at that end of the rod or bar E works on said crank. Thus, all dis-

placement and lateral motion of the bar or rod is prevented, so that by thus positively connecting the bails the rod or bar E will exert a lever action on them and cause a positive action of the bails upon each other when they are pressed together to tilt the vessel, as shown in Fig. 3. Moreover, this bar or rod causes the bails to swing together in unison in the act of folding them, and also holds the bails in the upright position shown in Fig. 1, where they will not become overheated when the vessel is on the stove. The bails are of such a length that when folded the bail C will engage the upper edge of the vessel, while bail D will lie therebelow exterior to the vessel with the bar or rod E close to the side thereof; or, if made somewhat shorter, the bails and bar or rod will occupy similar positions within the vessel. In either case, the vessels will nest compactly, as the bar E will lie close to the vessel out of the way.

The ears B B each have a pair of apertured bail-engaging lugs *b b'*, spaced a suitable distance apart with the lugs *b b* in front of the center of the vessel and the lugs *b' b'* in rear thereof, and owing to this construction and the manner of connecting the bails C D the vessel will occupy a horizontal position when lifted by the bail C.

The forward lugs *b* lie in the plane of the vessel's sides and have an outward bulge or bend at their lower ends, so as to form cover-receiving grooves *b²*, while the rear lugs *b' b'* project upwardly in planes exterior to the plane of the vessel and lack these grooves, so that they will afford no obstruction to the entrance and removal of the cover B', and this construction of the rear lugs *b' b'* also permits the bail C to fold, as shown in Fig. 2, without striking the pivoted ends of the bails D.

The cover is of greater diameter than the distance between the forward ends of the grooves *b²*, and hence cannot slip forwardly when the vessel is tilted, but may be readily removed rearwardly.

What I claim is—

1. The combination with the vessel and its pair of operating bails, of a bar or rod pivoted positively to each bail and spacing them apart, substantially as described.

2. The combination with the vessel and its pair of operating bails, of different lengths,

and both adapted to fold down close to one side of the vessel, of a bar or rod pivoted positively to both bails, holding them apart at their middle portions and lying close to the side of the vessel when the bails are folded together, substantially as described.

3. The combination with the vessel and its two operating bails of different lengths; one of said bails being cranked or offset at its middle, of the bar or rod having eyes at its ends, respectively receiving and pivoting on the said crank or offset and the middle portion of the other bail, substantially as described.

4. The combination with the vessel, having opposite twin ears, each having a pair of apertured lugs lying at opposite sides of the

center of the vessel; the forward lugs being bulged outwardly at their lower ends to form cover receiving grooves, and the rear lugs projecting upwardly, exterior to the plane of the vessel out of the way of the cover and bails pivotally connected at their ends with said lugs and operatively connected at their middle portions, substantially as described.

5. The ear having apertured twin lugs projecting upward in parallel planes; the inner lug only having an outward bulge at its lower end forming a cover receiving groove in its inner face, substantially as described.

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Witnesses:

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