J. F. LOCKHART.

COOKING VESSEL FOR EXHAUST PIPES OF INTERNAL COMBUSTION ENGINES.

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1,314,004. Patented Aug. 26, 1919.

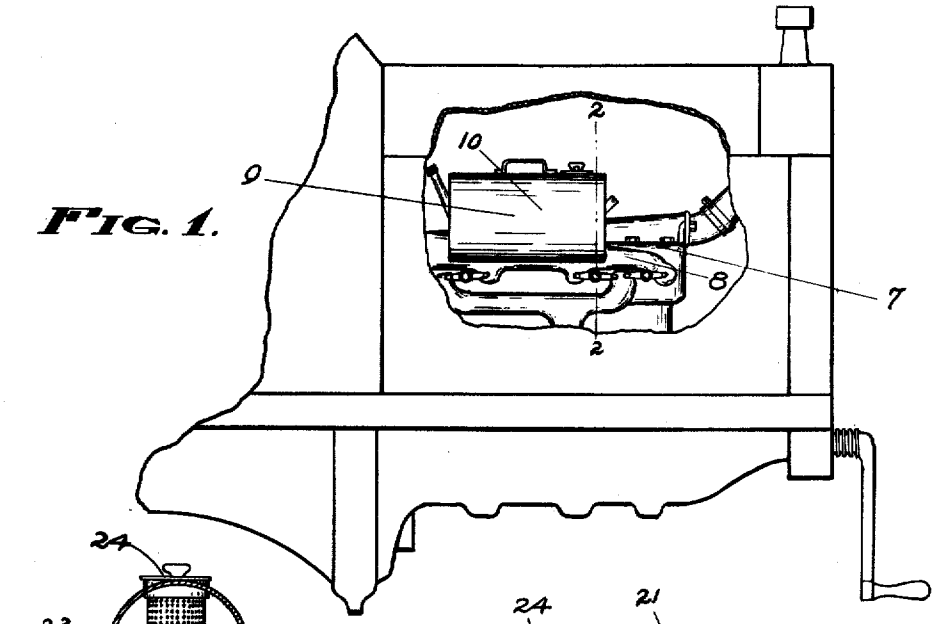


FIG. 1.

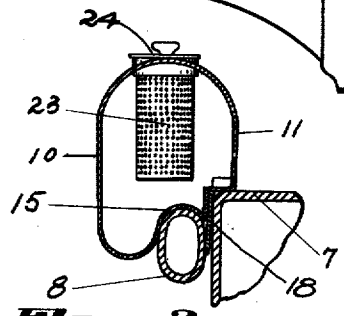


FIG. 2.

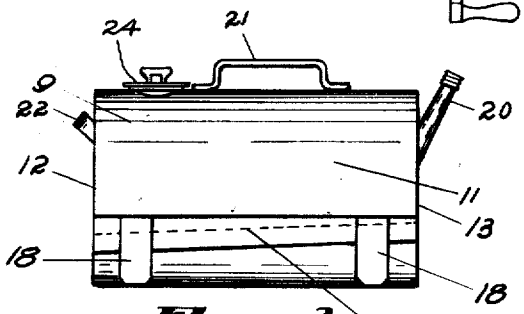


FIG. 3.

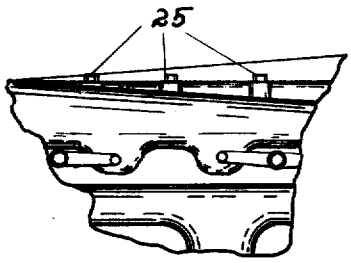


FIG. 5.



FIG. 4.

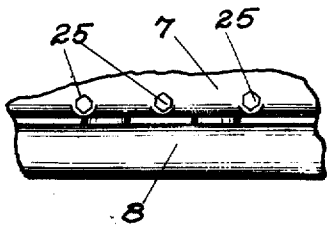


FIG. 6.

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COOKING VESSEL FOR EXHAUST-PIPES OF INTERNAL-COMBUSTION ENGINES.

1,314,004. Specification of Letters Patent. Patented Aug. 26, 1919.

Application filed March 31, 1917. Serial No. 158,971.

To all whom it may concern:

Be it known that I, JAMES F. LOCKHART, a citizen of the United States, residing at Kansas City, in the county of Jackson and State of Missouri, have invented certain new and useful Improvements in Cooking Vessels for Exhaust-Pipes of Internal-Combustion Engines, of which the following is a full, clear, and exact description, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to cooking vessels and more particularly to specially constructed vessels to fit the ordinary exhaust pipe of an internal combustion engine.

It is known that certain inventions have been patented for cooking attachments for receiving cooking vessels but the object of this invention is to provide a cooking vessel to fit firmly on an exhaust pipe of an internal combustion engine without any alterations or attachments to the exhaust pipe.

Another object of the improved invention is to provide a convenient detachable cooking vessel that will fit the exhaust pipe adjoining an internal combustion engine so that the greatest heat efficiency will be utilized.

With these and other objects in view the invention consists in the features of construction, combinations and arrangements of parts hereinafter set forth, illustrated in the accompanying drawing and more particularly pointed out in the appended claim.

In the drawings:—

Figure 1 is a fragmentary view in side elevation of an automobile with a portion of the hood broken away to show the cooking vessel placed on the exhaust pipe and engine.

Fig. 2 is an enlarged sectional view taken on line 2—2 of Fig. 1 illustrating the tight and clinging fit of the vessel to the exhaust pipe.

Fig. 3 is an enlarged side view in elevation showing the side adapted to fit the exhaust pipe.

Fig. 4 is an enlarged inverted plan view of the vessel.

Fig. 5 is an enlarged fragmentary view of the engine and exhaust pipe to receive the vessel.

Fig. 6 is a plan view of Fig. 5.

The engine 7 and exhaust pipe 8 as shown are of the Ford automobile design, although it is not desired to limit the application of the invention to Ford cars.

Mounted upon the exhaust pipe is a coffee pot 9 composed of sides 10 and 11, ends 12 and 13, and bottom 14 irregularly curved, the portion 15 adapted to fit the top of the exhaust pipe and the portion 16 adapted to conform to the top corner of the engine.

Secured by solder or other means to the portion 17 of the bottom are legs 18, extending downward far enough to grip the exhaust pipe and hold the coffee pot thereto and also to the depth of the bottom of portion 15 so that the coffee pot may rest in an upright position upon any level convenient place.

Spout 20, handles 21 and 22, and percolator 23 are of common and well known construction and are arranged so that a person may remove the lid 24, pour a desired amount of water therein, place the necessary coffee in the percolator, and mount upon the exhaust pipe and engine, as shown in Fig. 1, to cook by the heat generated from the exhaust pipe. When the coffee is cooked the person may take hold of handle 21, lift the pot from the engine, tilt it by means of handle 22, and pour the coffee from the spout 20.

Upon the particular illustrated engine are three bolts 25, and the portion 16 of the coffee pot is provided with recesses 26 adapted to receive the bolt heads and aid in holding the vessel rigid with the engine and exhaust pipe when the automobile is in motion.

It will be understood that the object of this invention is to construct a cooking vessel to fit the exhaust pipe of an internal combustion engine without altering any portion of the engine or pipe and cook food or liquid placed in the vessel, and when cooked the vessel may be removed with the contents therein to the desired place of consumption.

Having described my invention, what I claim as new and desire to secure by Letters Patent is:—

In combination with an internal combustion engine and an exhaust manifold pipe arranged longitudinally thereof, a cooking vessel arranged longitudinally of said ex-

haust manifold pipe, the bottom of said vessel provided with a downwardly facing transversely disposed concaved face from end to end of the vessel, said concaved face conforming to the upper side of the exhaust manifold pipe and resting thereon and in close proximity thereto, the side wall of one side of said vessel extending upward from the side of said exhaust manifold and then laterally over the cylinder heads of the engine resting on said cylinder heads, a spout in one end of said vessel, and a handle on the opposite end of said vessel.

JAMES F. LOCKHART.