

(Model.)

E. J. BAKER.

SAD IRON.

No. 347,148.

Patented Aug. 10, 1886.

Fig. 1.

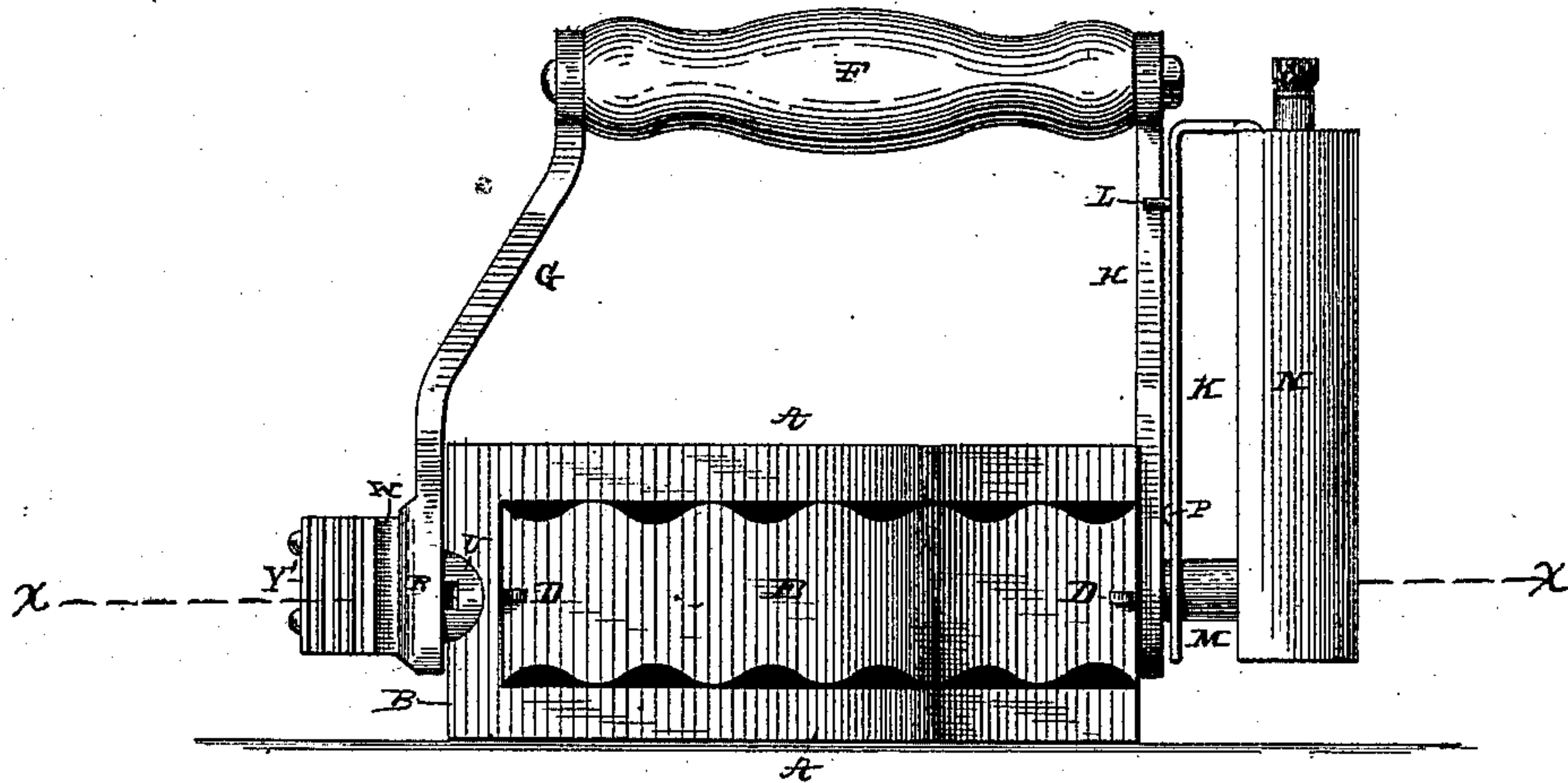


Fig. 4.

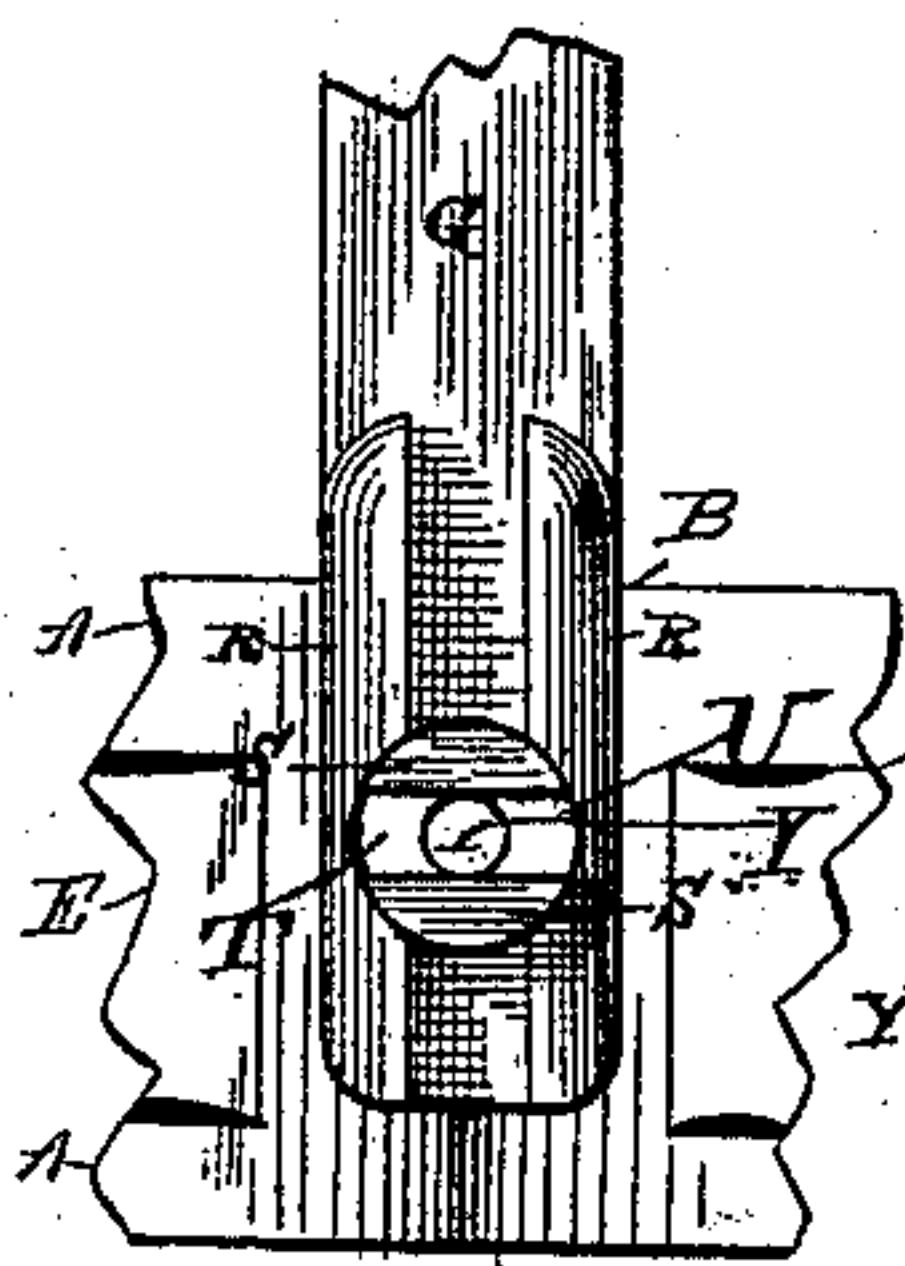


Fig. 2.

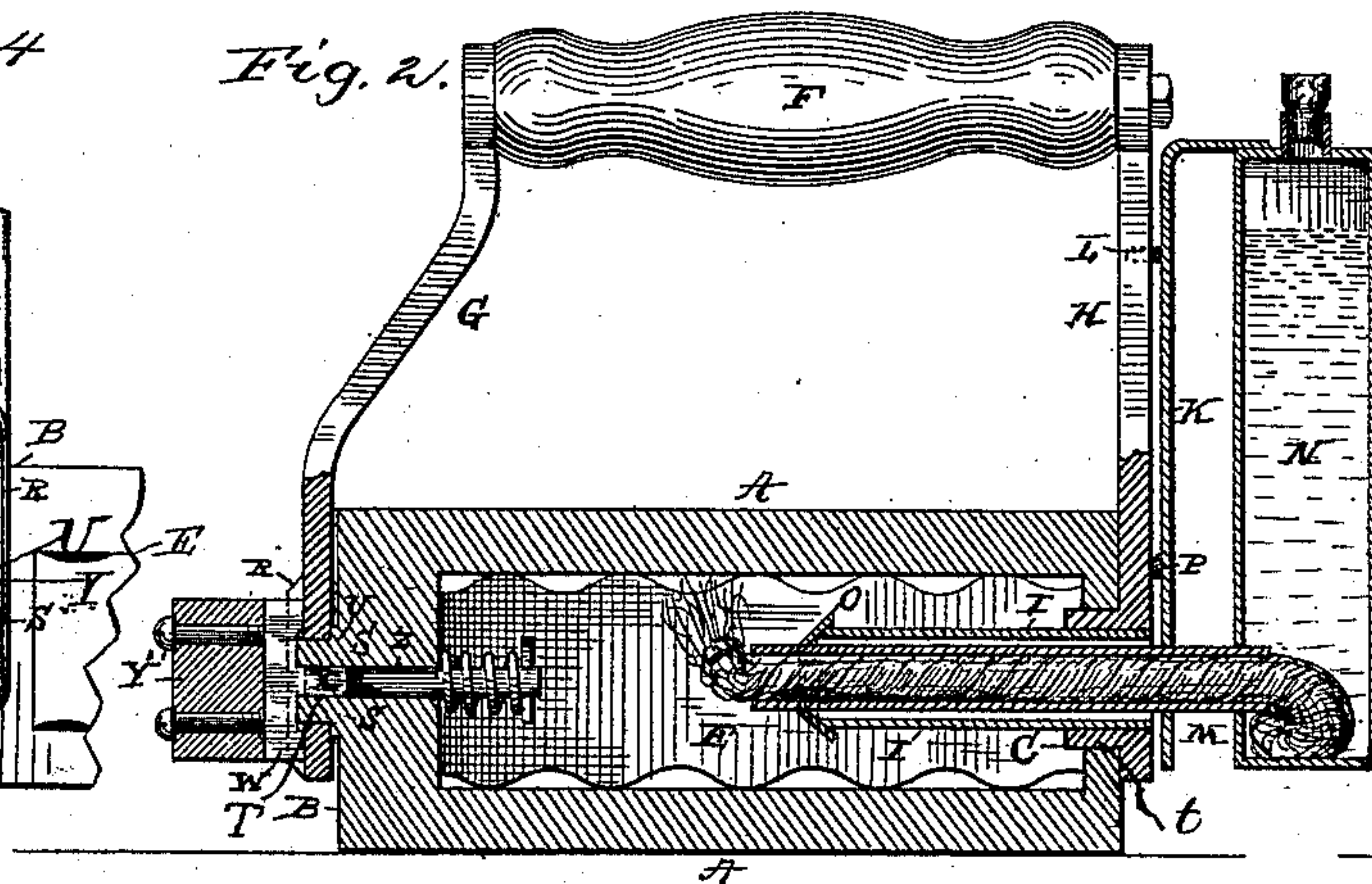


Fig. 5.

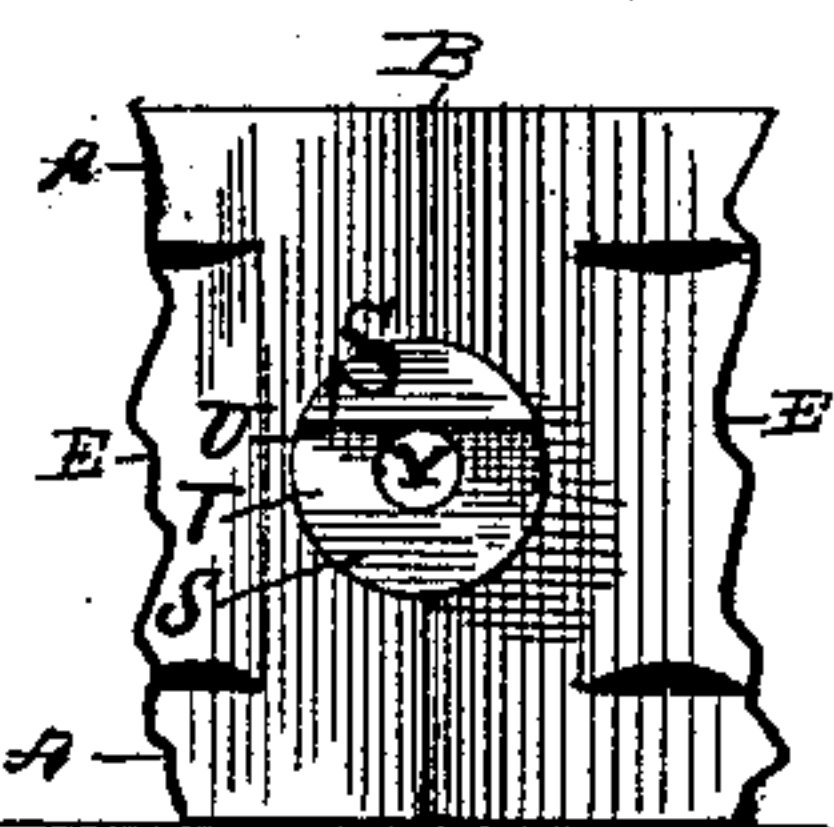
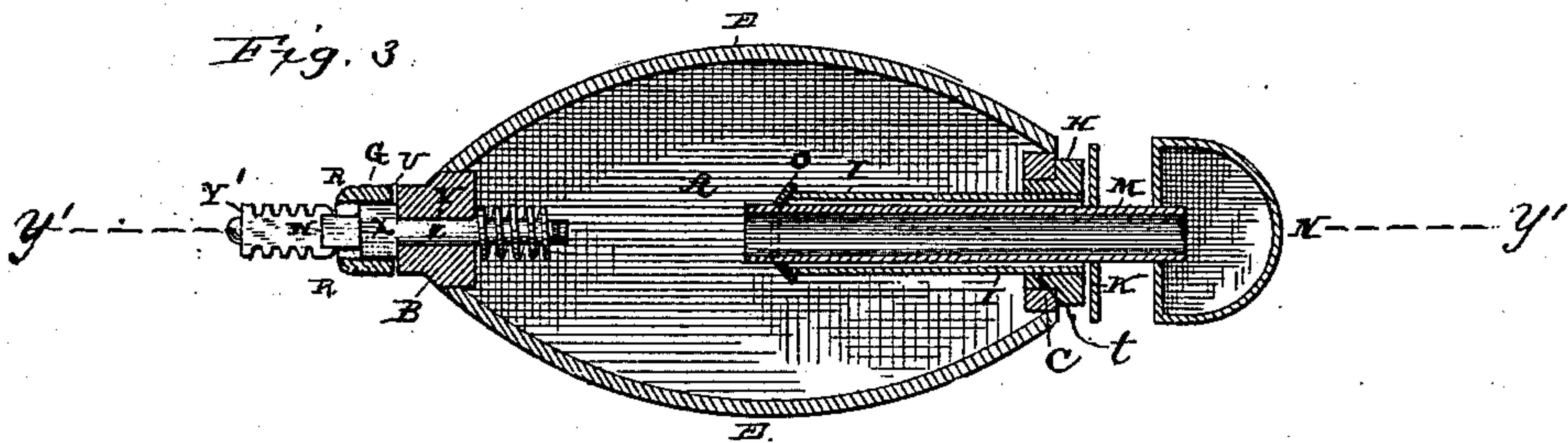


Fig. 3.



WITNESSES

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EDGAR J. BAKER, OF TIFFIN, OHIO.

SAD-IRON.

SPECIFICATION forming part of Letters Patent No. 347,148, dated August 10, 1886.

Application filed August 21, 1885. Serial No. 174,971. (Model.)

To all whom it may concern:

Be it known that I, EDGAR J. BAKER, a citizen of the United States, residing at Tiffin, in the county of Seneca and State of Ohio, have invented certain new and useful Improvements in Sad-Irons; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the letters and figures of reference marked thereon, which form a part of this specification.

This invention relates to improvements in sad-irons, which improvements will be fully understood from the following description when taken in connection with the annexed drawings, in which—

Figure 1 is a side elevation of the sad-iron. Fig. 2 is a vertical longitudinal section taken in the plane indicated by dotted line $y'y'$ on Fig. 3. Fig. 3 is a section taken horizontally through the iron indicated by dotted line xx on Fig. 1. Fig. 4 is a detail of the lower end of the front handle arm or standard and part of the front of the iron. Fig. 5 is a detail of the body without the standard and catch.

The body is composed of horizontal plates A, nose B, and back C integral with said plates. By means of pins or catches D on the nose and back the sides E are retained in their places. These sides have scalloped top and bottom edges, so that openings permitting a free circulation of air are provided for feeding the flame of the heating device, hereinafter described, and allowing the escape of the products of combustion.

The handle F is supported at the front and rear by uprights G and H, respectively. The rear upright, H, has a tubular extension, t , near its lower end, which enters the back C of the iron and forms a bearing, and in this tubular extension is secured the outer end of a jacket, I, which extends into the interior of the body of the iron. A support, K, is secured to the upright H, partially by engaging pins L and by a tube, M, which passes from the fuel-reservoir N, hung from the support K through said support, to which it is permanently secured, and longitudinally through the jacket I, and a short distance beyond, a

cap, O, at the inner end of this jacket serving to keep the tube in position. The jacket I forms an air-chamber around the tube M. The lower end of the support K is kept from contact with the upright H by a small offset, P, of some suitable non-conductor of heat.

The tube M carries a wick which, when lighted, heats the interior of the body, the plate A, that is uppermost, receiving the major portion of the heat.

The front upright, G, has its lower part provided with flanges R and a circular aperture, which latter receives the bifurcated bearing U, formed on the nose of the iron. This bearing U is provided with a groove, T, in a plane parallel to the faces of the iron. A circular passage, Y, extends from the recess through the nose to the interior of the body. By this construction shoulders S are provided at the sides of the groove T, to engage the plate X of the spring-actuated catch, hereinafter described, for the purpose of preventing the revolution of the spring-catch.

The upright G is retained in operative position by a spring-catch consisting of a flat plate, W, which rests within the passage between the flanges R and engages the same, a smaller plate, x , at right angles to the plane of said plate W, and integral therewith, and a cylindrical stem, Z, integral with said plate X, extending into the interior of the body through the circular passage Y, and being therein spring-surrounded. One end of this spring bears against a pin in the end of the stem, and the other bears against the nose of the iron, so as to force the stem inward to its fullest extent and the plate W in locked engagement with the upright G.

It will be seen that the spring-catch is prevented from revolving by the plate X engaging the groove in the bearing, and that when the plate W is in engagement with the flanges R the iron is locked to the handle. By withdrawing the catch by pulling on the block Y', the plate W is released from engagement with the flanges R, and, as the plate X is still in engagement with the groove in the bearing U, by turning the catch the iron is revolved so as to reverse its faces, when, by releasing the spring-catch, the plate W returns to its seat between the flanges R and secures the iron in

the new position. The block Y' is attached to the plate W, and is preferably made of wood, and provided with serrated edges or sides for convenience of handling.

5 Having described my invention, I claim—

1. The combination of a rotatable sad-iron body provided with a tubular transversely-grooved bearing, U, at its front end, and with an aperture at its rear end to form a bearing 10 for the rear handle-standard of the handle F and its standards G H, standard G being journaled upon bearing U and provided with flanges R, and standard H provided with an inwardly-projecting tubular bearing that engages the aperture in the rear end of the body 15 of the iron, a spring-actuated bolt having a locking-plate, W, at its outer end to engage the recess between flanges R, and a locking portion, X, intermediate its ends to engage

the groove in bearing U, and a block, Y', secured to the outer end of the bolt, all substantially as described and shown.

2. The combination of a chambered rotatable sad-iron body and its handle, of jacket I, secured to the rear handle-standard, and provided with a perforated cap, O, at its inner end, and the oil-reservoir connected to said handle-standard and provided with a wick-tube of less diameter than the jacket, extending through the latter, whereby an air-chamber is formed 30 between the wick-tube and jacket, all substantially as described and shown.

In testimony whereof I affix my signature in presence of two witnesses.

EDGAR J. BAKER.

Witnesses:

ROBERT LYSLE,

H. D. STARTSMAN.