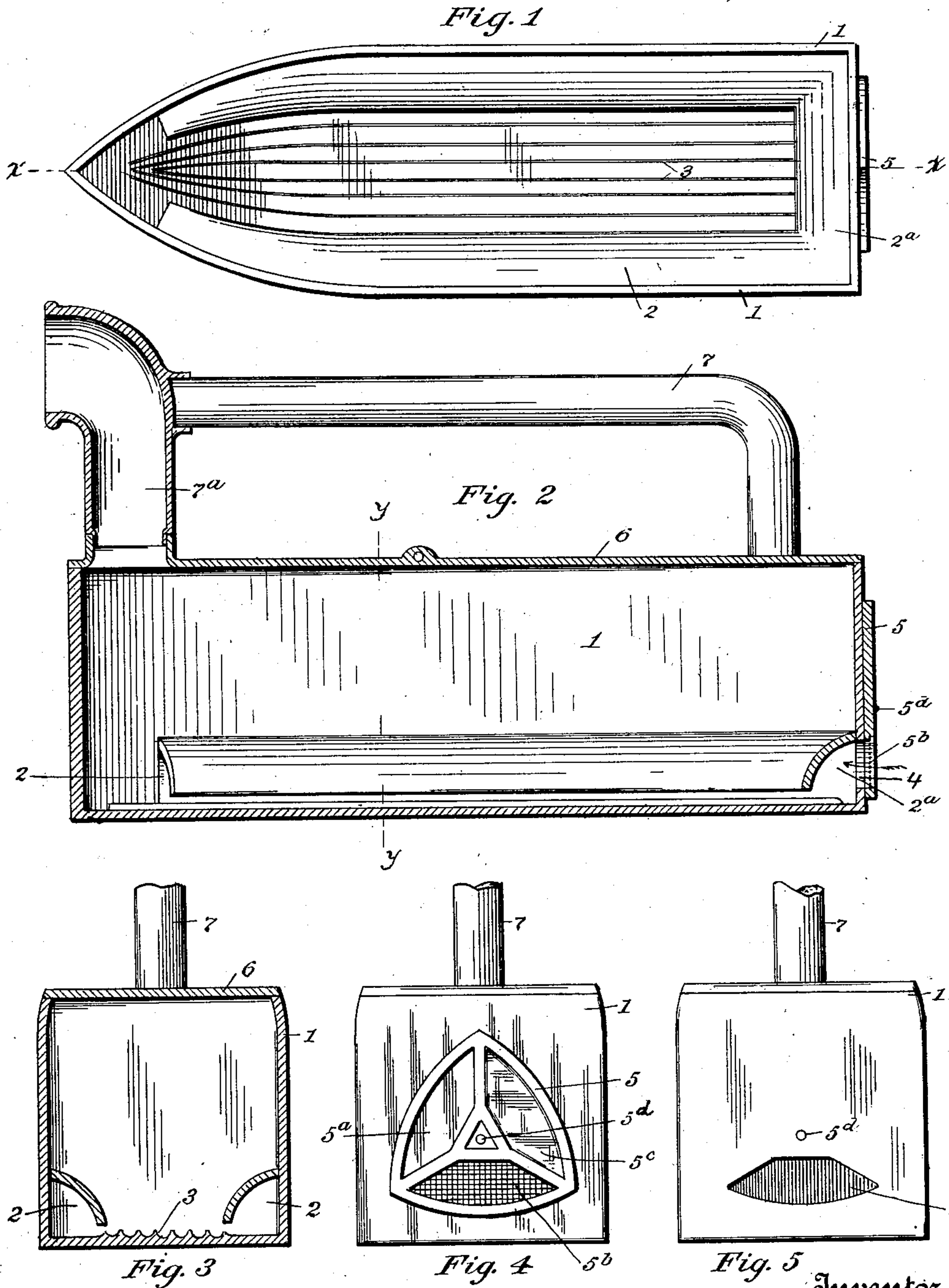


B. F. ALBAUGH.
SMOOTHING IRON.

(Application filed Sept. 13, 1901.)

(No Model.)



Witnesses
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UNITED STATES PATENT OFFICE.

BENJAMIN F. ALBAUGH, OF COVINGTON, OHIO.

SMOOTHING-IRON.

SPECIFICATION forming part of Letters Patent No. 701,825, dated June 10, 1902.

Application filed September 13, 1901. Serial No. 75,303. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. ALBAUGH, a citizen of the United States, residing at Covington, in the county of Miami and State of Ohio, have invented certain new and useful Improvements in Smoothing-Irons; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as it appertains to make and use the same.

The invention relates more particularly to smoothing-irons of the sort in which the fuel, usually charcoal, for heating the same is contained and consumed in the body of the device.

The invention has for its object details of construction whereby the proper consumption of the fuel is facilitated and regulated and whereby the ready removal of the ashes from the iron and the flues is made practicable.

The invention resides, first, in such an iron provided with a fluted or ribbed bottom upon which the fuel is to be supported, and, second, in an improved door or damper for controlling an opening to the fire-chamber.

In the accompanying drawings, illustrating one embodiment of the improvements, Figure 1 is a plan view with the top of the iron removed. Fig. 2 is a longitudinal sectional view taken on line *x x*, Fig. 1. Fig. 3 is a transverse sectional view on line *y y*, Fig. 2. Fig. 4 is a view of the rear end of the iron. Fig. 5 is a similar view with the damper removed.

As usual in such irons, the body 1 is made hollow and pointed at the front end and substantially square at the rear end. Along the inner corners are flues 2, joined at the rear end by a connecting-flue 2^a. The bottom of the iron between the flues is made with ribs or corrugations 3 of any desired cross-section. The rear end of the iron has an opening leading from the outer air into the connecting-flue 2^a. This opening is designated 4 in the drawings. Journaled on a suitable bearing or pin 5^d on the rear wall of the iron is a damper-frame 5, having three sectors 5^a, 5^b, and 5^c. The sector 5^a is a clear opening, the sector 5^b contains a screen, and the sector 5^c is closed or solid. The damper-frame is shown to be

journaled in its center upon the pin 5^d and at such a point on the rear wall of the iron that any of the three sectors can be brought or turned into position to coincide with the opening 4 into the flues. There is an opening around the lower edge of the wall that forms the flues 2 and 2^a to permit the fresh air admitted to the flues to emerge therefrom into the fuel. When a full high draft is needed to start and stimulate combustion, the damper-frame is turned so that the clear opening 5^a coincides with the hole 4. After the fire has attained to a sufficient degree of temperature and the iron is to be used the screened sector 5^b can be turned to coincide with the opening 4 to prevent the fuel from falling out. To shut off the draft entirely, the solid or closed sector is turned to cover the opening 4.

The corrugated or ribbed inner bottom of the iron insures the access of air to all parts of the superposed fuel, because the valleys between the ribs afford liberal places for the ashes to fall without clogging.

The ashes can be blown out and the chamber cleared through the clear opening in the three-part damper.

The cover 6 for the fire-chamber can be secured to the body of the iron in any appropriate manner. This cover is provided with the usual handle 7 for manipulating the iron. The front standard 7^a of the handle can constitute the outlet-flue of the fire-chamber; but the details of construction as to the upper part of the structure do not form any part of my present invention and can be quite extensively modified without affecting the operation thereof.

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

1. In a smoothing-iron, a fuel-chamber having a fluted or corrugated bottom, lateral air-flues open along their lower edges onto said bottom, an end flue in the plane of the lateral flues at the heel of said iron connecting the lateral flues, an opening in the rear wall of said heel in the horizontal plane of said connecting-flue for leading the external air horizontally or directly into said connecting-flue, combined with a three-part damper containing an open part, a screened part, and a closed

part arranged so that any of said parts can be brought to coincide with said opening in the heel of the iron.

2. In a smoothing-iron, a fuel-chamber having a fluted or corrugated bottom, an air-admission opening thereto in the heel of the iron in approximately the plane of the bottom, combined with a three-part damper comprising an open part, a screened part, and a closed

part, said damper being journaled so that any of said parts can be brought to coincide with the said air-admission opening. 10

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

BENJAMIN F. ALBAUGH.

Witnesses:

J. H. MARLIN,
HUGH MARLIN.