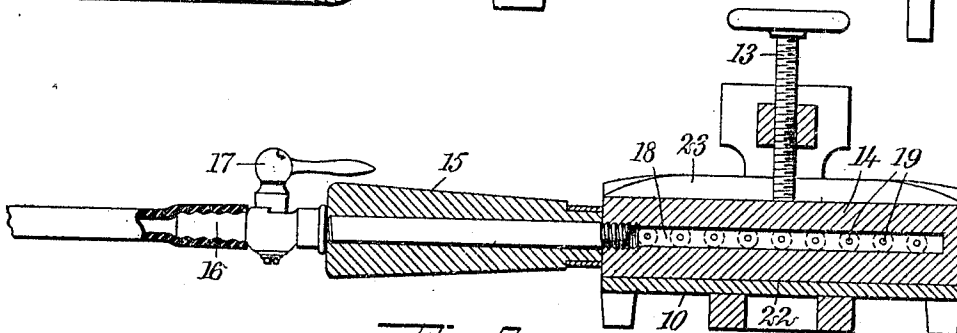
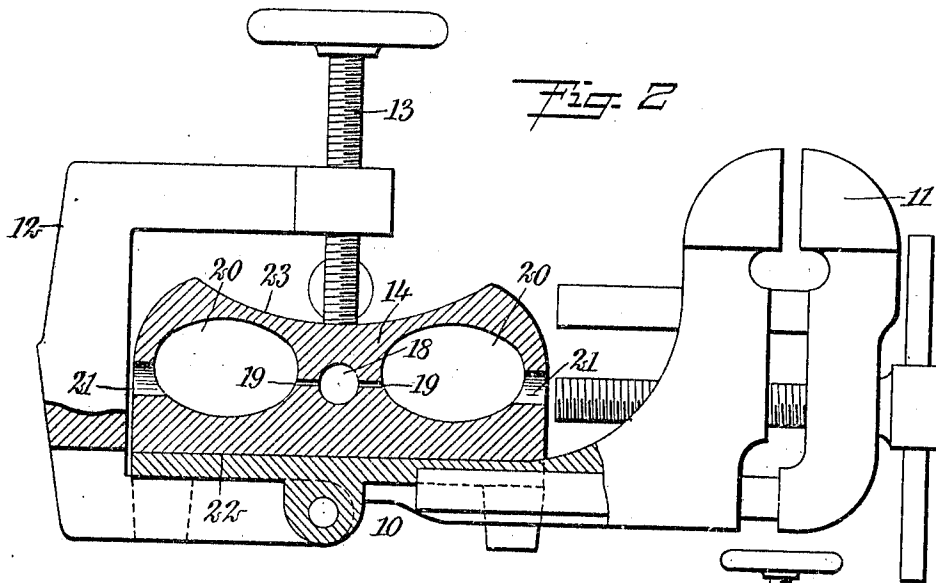
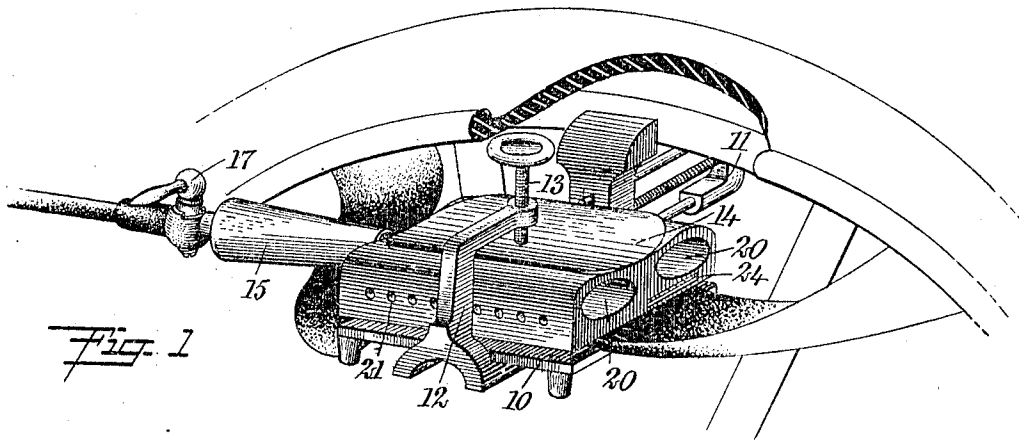


W. L. DINSMOOR.
VULCANIZING IRON.
APPLICATION FILED FEB. 17, 1909.

954,425.

Patented Apr. 12, 1910.



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WINFIELD L. DINSMOOR, OF LONGBEACH, CALIFORNIA.

VULCANIZING-IRON.

954,425.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, WINFIELD L. DINSMOOR, a citizen of the United States, and a resident of Longbeach, in the county of Los Angeles and State of California, have invented a new and Improved Vulcanizing-Iron, of which the following is a full, clear, and exact description.

The invention is an improvement in vulcanizing irons designed to form an adjunct of the repair kit of motor vehicles, enabling patches to be successfully applied to the tires when on the road.

The iron in its preferred form is constructed to be heated by acetylene gas from the acetylene lamp generator, and is provided with flat and concave vulcanizing faces with one or more intermediate combustion chambers, the flat vulcanizing face serving to apply the patch to inner tubes, and the concave vulcanizing face serving in a like capacity for outer tubes while the latter remain in place on the wheel.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views.

Figure 1 is a perspective view of a vulcanizing iron constructed in accordance with my invention, showing its mode of use in connection with my repair tool in applying a patch to an inner tube; Fig. 2 is a side view of the same partly in section; and Fig. 3 is a longitudinal section of the same.

The vulcanizing iron is preferably used in connection with my improved repair tool for which Letters Patent were granted me January 21, 1908, Number 877,306, which I will briefly describe in order that a knowledge of the manner of using the vulcanizing iron most advantageously may be had.

This tool consists of a clamping member or plate 10 having a vise 11 at one side, a yoke 12 at the opposite side hinged to the under side of the plate 10, and a clamping screw 13, which ordinarily carries a clamping member or plate (not shown) for instance, coacting with the plate 10.

The screw-operated plate is interchangeable with my improved vulcanizing iron, which comprises a relatively thick metal plate or body 14 having a handle 15 extended from one end, the handle being of tubular construction and provided with a nipple 16 for connecting it with the acetylene gas sup-

ply, the nipple forming part of a controlling valve 17. The bore or tube of the handle registers with a central longitudinal fuel passage 18, which discharges through a number of burner perforations 19 at opposite sides into longitudinal combustion chambers 20, the latter passing completely through the iron and having vent openings 21 passing through the edges of the body, the fuel passage and perforations being formed in a central vertical partition cast integrally with the body and separating the combustion chambers one from the other, the partition serving to absorb the heat and deliver it through the conductivity of the metal to the two vulcanizing faces of the iron, and also serving to strengthen the iron. The body of the iron is constructed with a flat vulcanizing face 22 and a concave vulcanizing face 23 extending longitudinally, the two vulcanizing faces receiving their heat from the vulcanizing chambers and arranged at opposite sides thereof. The handle of the iron is located at the outside of the vertical projection of the body, whereby it does not interfere with the use of either of the vulcanizing faces. At a suitable point of the iron body, ordinarily the outer end, a thermometer 24 is located, which, in connection with the controlling valve 17, makes it possible for the operator to keep the temperature of the iron at any required point.

When the iron is used in connection with the repair tool for applying patches to inner tubes, the vise is applied to the rim of the wheel, as illustrated in Fig. 1. The portion of the inner tube having the puncture is then withdrawn from the wheel and is flattened upon the clamping plate 10. The iron is connected with the acetylene generator by a rubber tube or hose, as shown, and after being brought to the required temperature is seated on the tire tube after the rubber about the puncture has been thoroughly cleaned and a patch applied. By then forcing the screw 13 firmly down on the concave vulcanizing face of the iron the patch is securely united with the tube. In vulcanizing a patch on an outer tube the tire remains on the wheel and the concave face of the vulcanizing iron is seated over the puncture and the body of the iron strapped in place, the curvature of the concave face of the iron being such as to approximately conform to the curvature of the tire.

Having thus described my invention, I

claim as new and desire to secure by Letters Patent:

1. A vulcanizing iron comprising a body having a vulcanizing face and provided with
5 combustion chambers arranged side by side, with the chambers separated by a partition formed integrally with the body, said partition having a fuel passage and burner perforations extending therefrom into each
10 chamber.

2. A portable vulcanizing iron comprising a body having vulcanizing faces and having

combustion chambers extending continuously therethrough, and an intermediate communicating fuel passage extending longitudinally thereof, with the walls of the passage separating the combustion chambers.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

WINFIELD L. DINSMOOR.

Witnesses:

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