

H. STENTZ.
CAR-BRAKE SHOE.

No. 170,409.

Patented Nov. 23, 1875.

Fig 1

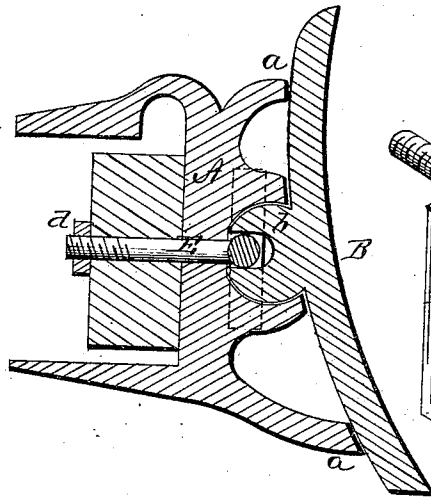


Fig 3

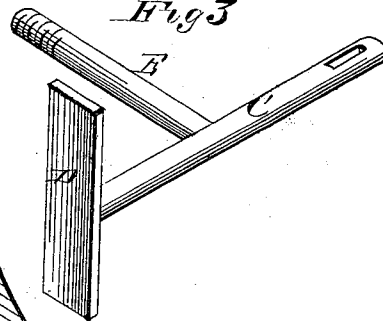
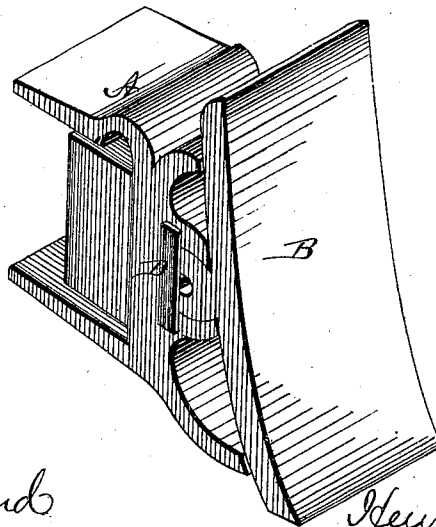


Fig 2



WITNESSES
Frank L. Curand
C. L. French

By

INVENTOR
Henry Stentz
Alexander Mason
Attorney

UNITED STATES PATENT OFFICE.

HENRY STENTZ, OF HARRISBURG, PENNSYLVANIA.

IMPROVEMENT IN CAR-BRAKE SHOES.

Specification forming part of Letters Patent No. **170,409**, dated November 23, 1875; application filed July 10, 1875.

To all whom it may concern:

Be it known that I, HENRY STENTZ, of Harrisburg, in the county of Dauphin and in the State of Pennsylvania, have invented certain new and useful Improvements in Car-Brake Shoe; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and to the letters of reference marked thereon, making a part of this specification.

The nature of my invention consists in the construction and arrangement of a brake-shoe for railroad-cars, as will be hereinafter more fully set forth.

In order to enable others skilled in the art to which my invention appertains to make and use the same, I will now proceed to describe its construction and operation, referring to the annexed drawing, in which—

Figure 1 is a longitudinal section of my brake-shoe. Fig. 2 is a perspective view of the same. Fig. 3 is a perspective view of a connecting-bolt used therein.

A represents the brake-shoe proper, constructed in any suitable manner, to be attached to the brake bar, and formed with a curved or dovetailed recess across the front. It has also projecting lips *a a* at the top and bottom edges to form bearings for the rubber B. The rubber B is formed on the back with a rounded or dovetailed projection, *b*, of such size as to

be inserted endwise in the recess on the shoe, and this projection is slotted or grooved longitudinally from the rear side. C represents a rod of suitable length, provided with an elongated head, D, at one end, and in the center with an arm or bolt, E, extending from it at right angles. The arm or bolt E is passed through the shoe A in the center of the recess, and fastened by a nut, *d*, the rod lying on the bottom thereof, and the head D closing one end of said recess. The rubber B is then slid into the recess over the rod C, and held by means of a key or other suitable device on the other end of the rod.

By this means the rubber can easily be removed without lowering the brake-bar, and the device is simple, cheap, and durable, and not liable to get out of order.

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

The rod C, provided with the head D and bolt-arm E, in combination with the brake-shoe A and removable rubber B, substantially as and for the purposes herein set forth.

In testimony that I claim the foregoing I have hereunto set my hand this 6th day of July, 1875.

HENRY STENTZ.

Witnesses:

WILLIAM A. SKINKLE,
C. L. EVERT.