

N. EISENMANN.

Improvement in Boot Blacking Machines.

No. 123,160.

Patented Jan. 30, 1872.

Fig. 1

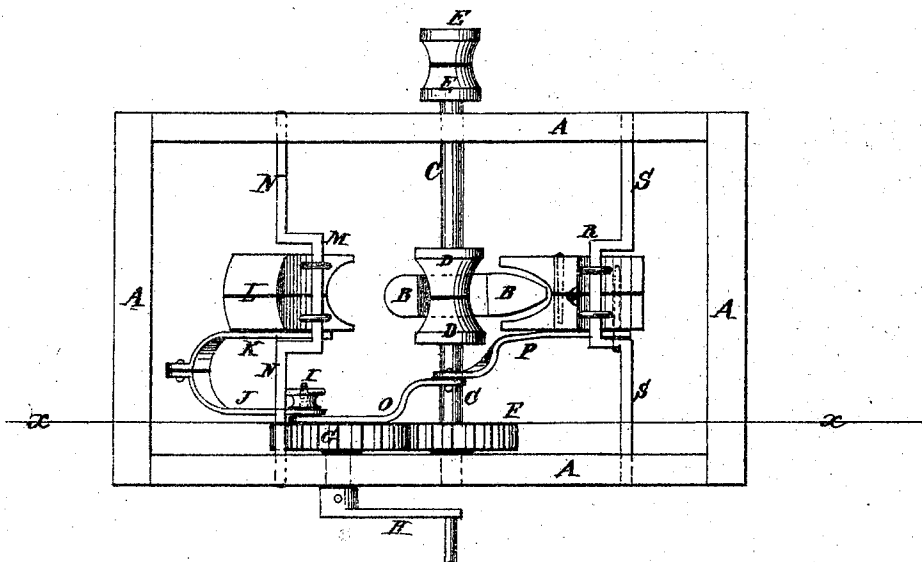
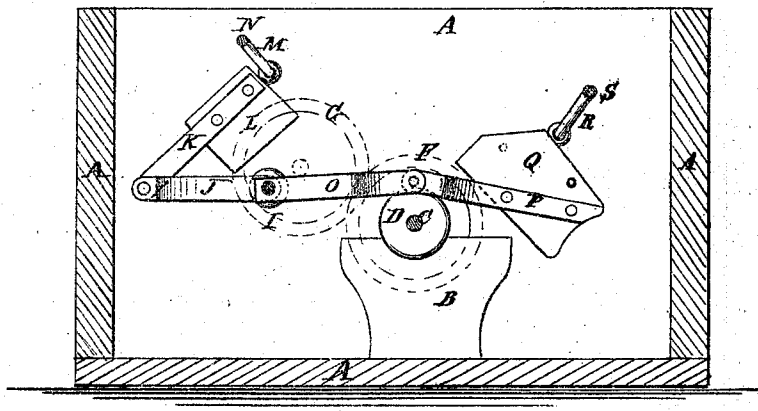


Fig. 2



Witnesses:

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# UNITED STATES PATENT OFFICE.

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## IMPROVEMENT IN BOOT-BLACKING MACHINES.

Specification forming part of Letters Patent No. 123,160, dated January 30, 1872.

Specification describing a new and useful Improvement in Boot-Blackening Machine, invented by NATHAN EISENMANN, of the city of New York, in the county and State of New York.

Figure 1 is a top view of my improved machine. Fig. 2 is a detail vertical section of the same taken through the line *x x*, Fig. 1.

My invention has for its object to improve the construction of the boot-blackening machine for which Letters Patent No. 121,343 were issued to me November 28, 1871, so as to make it simpler in construction, less expensive in manufacture, and more effective in operation; and it consists in the construction and combination of various parts of the machine, as hereinafter more fully described.

A is the box of the machine, to the middle part of the bottom of which is attached a pedestal, B, upon the top of which the foot rests while the boot or shoe is being operated upon. The middle part of the top of the pedestal B is recessed for the passage of the shaft C, to which are attached the brushes D, by which the sides of the boot or shoe are polished. The shaft C revolves in bearings in the sides of the box A. One end of the shaft C projects, and to it is attached brushes E, similar to the brushes D, but which may be made coarser than said brushes D, and which are designed to brush off the mud or dust from the boots and shoes before applying the blacking. To the shaft C, near its other end, is attached a gear-wheel, F, the teeth of which mesh into the teeth of the gear-wheel G. The gear-wheel G is pivoted to the side of the box A, and to the projecting end of its journal is attached the crank H, by which the machine is operated. To the gear-wheel G is attached a crank-pin, I, to which is pivoted the upper end of the bar J, the other end of which is bent inward, and to it is pivoted the outwardly-bent lower end of the bar K, the two bars J K thus forming a U-shaped bar, jointed at its bend, as shown in Fig. 1. The other or upper end of the bar K is securely attached to the brush L, by which the rear part of the boot or shoe is brushed, and which is pivoted to and hung from the long crank M formed upon the shaft N, the ends of which are pivoted to the upper part of the sides of the box A. To the same crank-pin I

of the gear-wheel G is pivoted the end of the bar O, the other end of which is bent inward and then forward, and to it is pivoted the rear end of the bar P, which is bent inward and then forward; and its other or forward end is attached to the brush Q, by which the upper and forward parts of the boot or shoe are polished. The brush Q is pivoted to and suspended from the crank R formed upon the shaft S, the ends of which are pivoted to the upper part of the sides of the box A. The brushes L Q are made in two parts, connected to each other by guide or dowel-pins or bolts, so that the said brushes may be expanded or contracted according as a larger or smaller boot or shoe is to be operated upon.

The bristles that form the brushes, and which are not shown in the drawing, should be so arranged as to cover and operate upon the entire surface of the boot or shoe, whether the said brushes be expanded or contracted.

By this construction of the machine the brushes, by the combined action of the suspension-cranks and operating-bars, will receive the necessary movements to cause them to operate properly upon the boot or shoe to be blacked or polished.

If desired, a stand or holder for the blacking-box or blacking may be connected with or attached to the box A so as to have the blacking in a convenient position.

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

1. The combination of the pivoted or jointed bars J K and O P with the brushes L Q and crank-pin I attached to the gear-wheel G, substantially as herein shown and described, and for the purpose set forth.

2. The crank rock-shafts M N and R S in combination with the brushes L Q, pivoted or jointed bars J K and O P, crank-pin I, and crank gear-wheel G, substantially as herein shown and described, and for the purpose set forth.

The above specification of my invention signed by me this 6th day of December, 1871.

NATHAN EISENMANN.

Witnesses:

JAMES T. GRAHAM,  
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