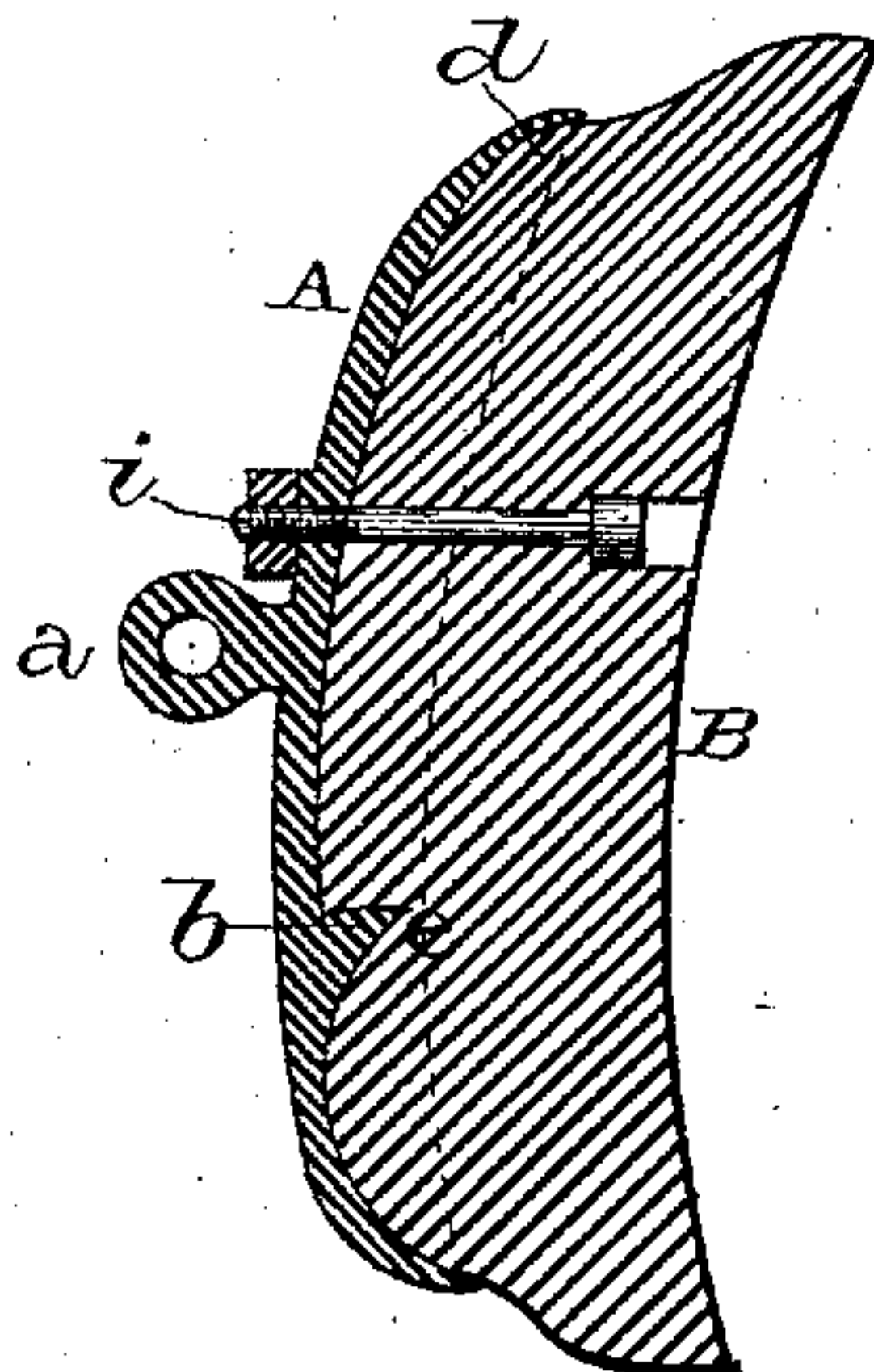


(No Model.)

B. F. HALDEMAN.
Wagon Brake Block.

No. 238,111.

Patented Feb. 22, 1881.



Witnesses.

Wm W. Mortimer.
Alex. C. Kirkaddens.

Inventor.

B. F. Haldeман,
per
F. A. Lehmann,
att'y.

UNITED STATES PATENT OFFICE.

BENJAMIN F. HALDEMAN, OF ALLEGHENY CITY, PENNSYLVANIA.

WAGON-BRAKE BLOCK.

SPECIFICATION forming part of Letters Patent No. 238,111, dated February 22, 1881.

Application filed December 10, 1880. (No model.)

To all whom it may concern:

Be it known that I, BENJAMIN F. HALDEMAN, a citizen of the United States, residing at Allegheny City, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Brake Blocks; and I do hereby 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 letters or figures of reference marked thereon, which form a part of this specification.

My invention relates to an improvement in wagon-brake blocks; and it consists in rigidly attaching to the projecting curved ends of the roller or transverse bar under the wagon-bed, which bar is controlled by the lever of the brake, a cap or casing of malleable iron, in which is secured a block of wood that is to be brought in contact with the wheel, the block being held in position by a tongue within the cap that enters a corresponding notch in the block, and by a bolt or set-screw passing through both, as will be more fully described hereinafter.

The accompanying drawing represents my invention in vertical section.

The cap A, made of malleable iron, has an eye, *a*, on top, and through it passes a bolt by which it is rigidly attached to the projecting curved end of the transverse bar, commonly called the "roller," to which the lever is attached that controls the brake. The cap A is flanged along its sides, and below the middle, at its inside has an upward-reaching tongue, *b*, that extends from flange to flange. The cap is slightly curved in conformity with the shape of the upper side of the block B, which enters it between the flanges and occupies its whole interior space. The wooden block B is held in place by the flanges *d*, and by a bolt

or set-screw, *i*, passing through both, having a nut on the cap near the eye *a*. The upper side of the block B is convex, and provided with a notch, *e*, into which enters the tongue of the cap. The under side of the block B is concave, and adapted to the curve of the wheel to which it is to be applied.

To remove the block from the brake, the bolt *i* or set-screw has only to be taken out, when, by sliding the block slightly upward, it will be found to be free without loosening the cap from the brake, of which it forms a part. The removal of the block and the placing a new one in its stead, according to my improvement, need occupy but a few minutes, while it requires hours of skilled work to do the same on brakes now in general use.

The object of my invention is to do away with the large unwieldy block and to substitute a smaller one of greater durability, easier to remove and to replace, and better adapted to light vehicles.

The blocks on brakes as heretofore made have to be large to prevent their splitting under a heavy strain. This I avoid by inclosing them between flanges, thereby doing away with the necessity of boring a large hole through the middle of each for the passage of a bolt of sufficient strength to secure the block. The tongue keeps the block from sliding down from between the flanges, and the bolt or set-screw *i* holds the cap and block together.

Having thus described my invention, I claim—

The combination of the cap A, having the tongue *b*, with the block B, notch *e*, and bolt or set-screw *i*, substantially as set forth.

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

BENJAMIN F. HALDEMAN.

Witnesses:

P. F. KANE,
M. F. CASSIDY.