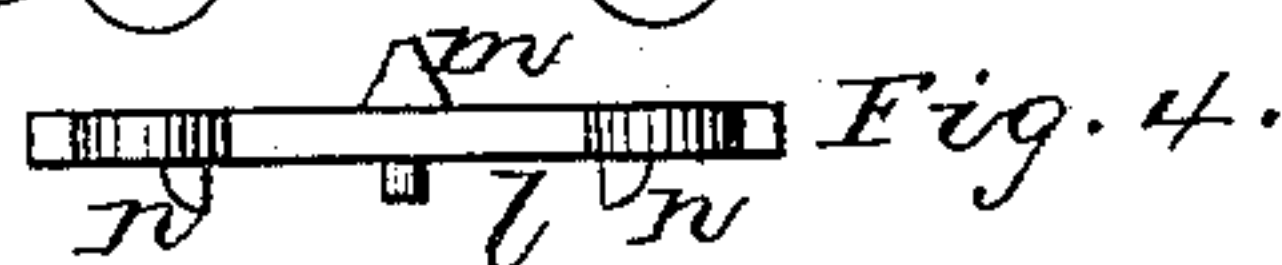
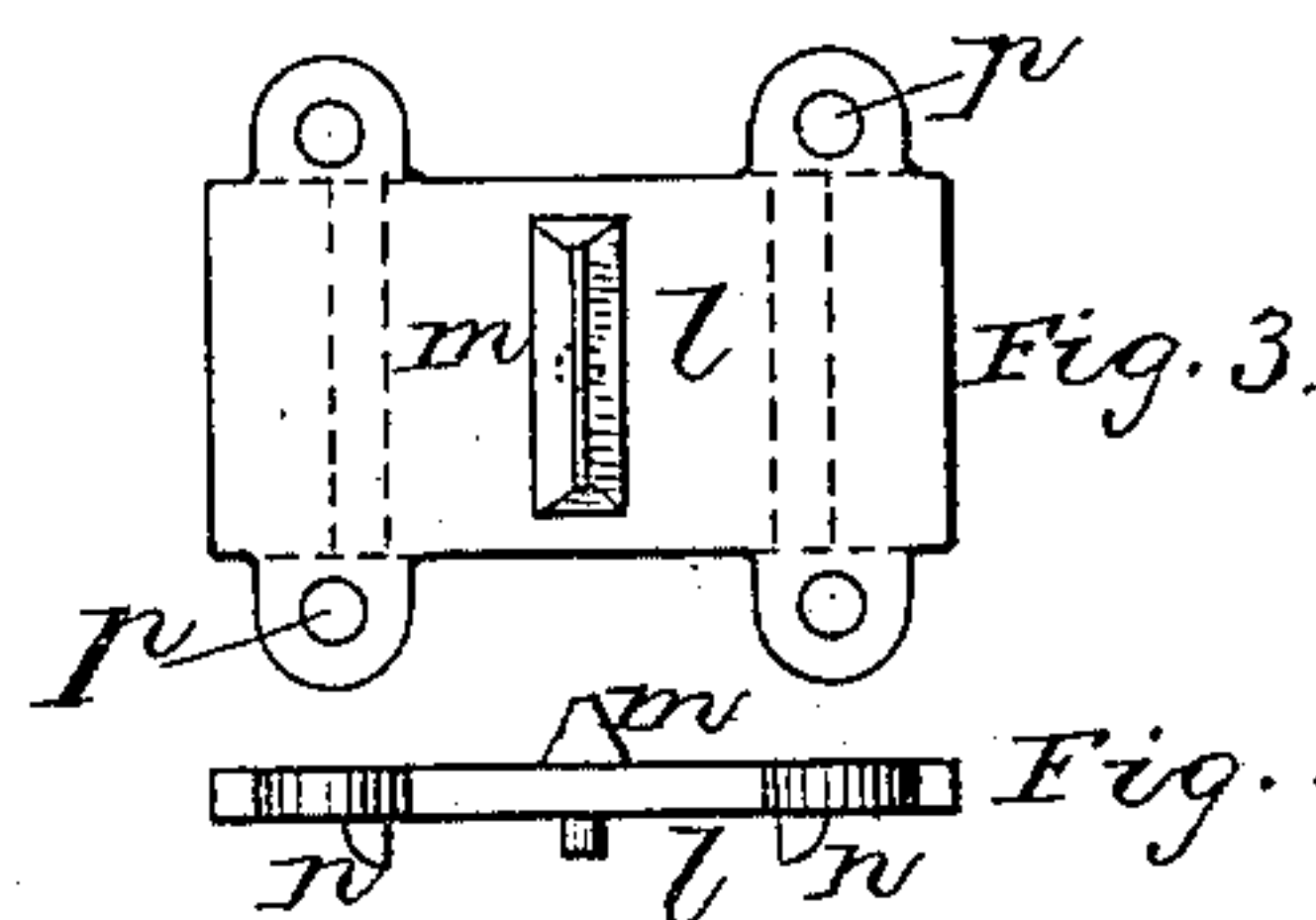
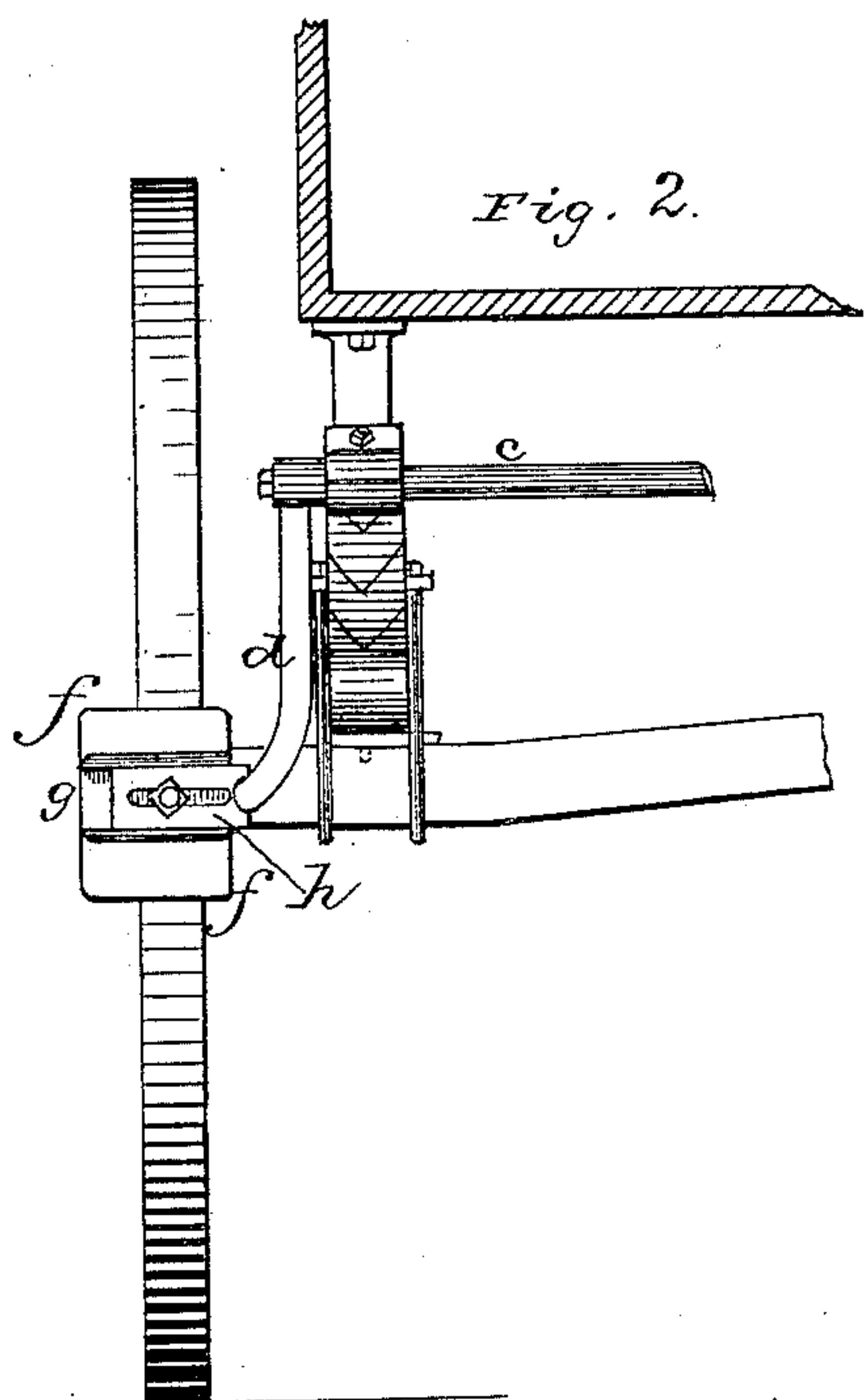
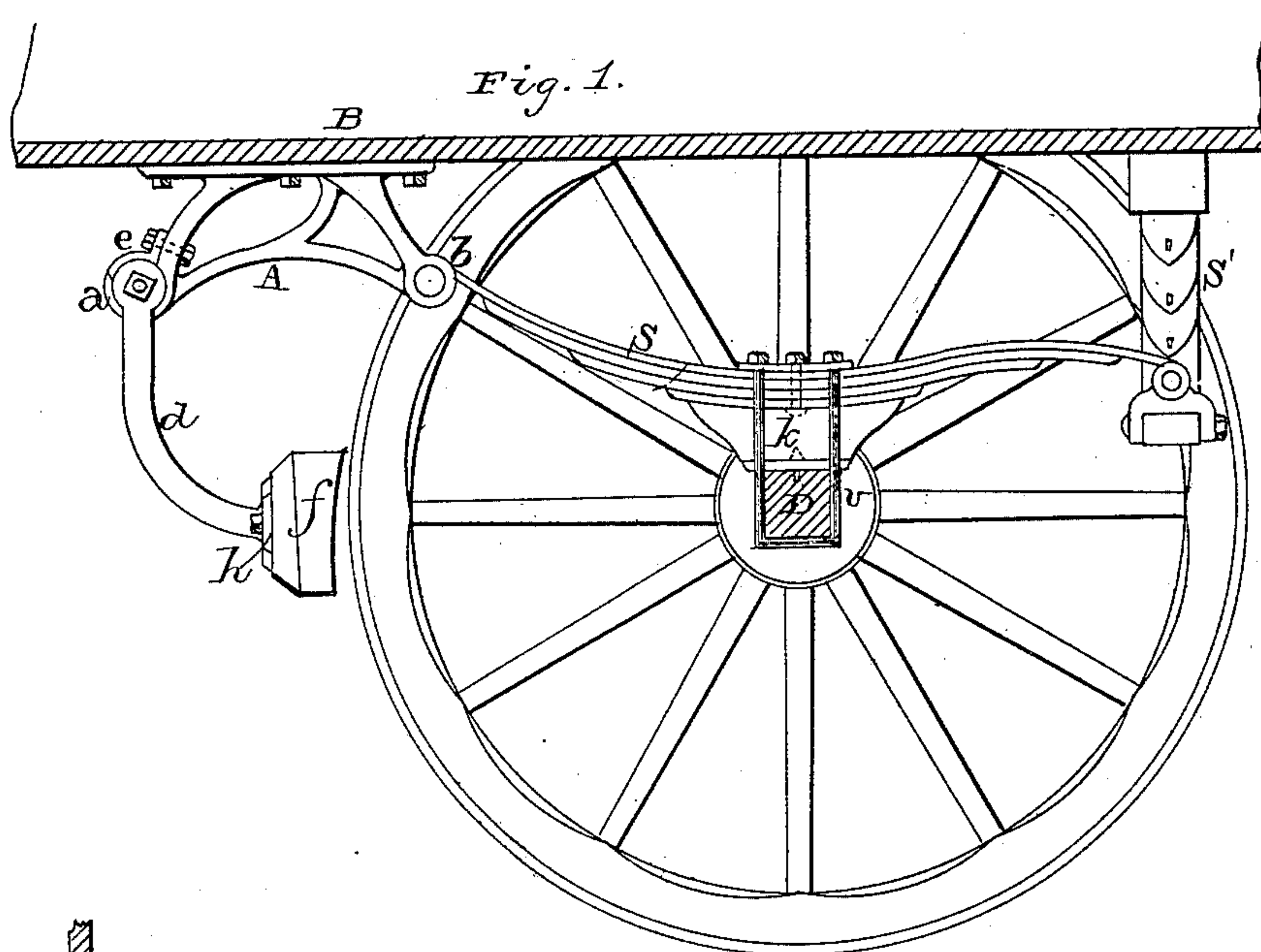


(No Model.)

G. DILLIG.  
WAGON BRAKE.

No. 318,550.

Patented May 26, 1885.



Witnesses:  
Robt. Jones  
J. W. Garner

Inventor.  
Geo. Dillig.  
per J. A. Lehmann,  
att'y.

# UNITED STATES PATENT OFFICE.

GEORGE DILLIG, OF MILLVALE, PENNSYLVANIA.

## WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 318,550, dated May 26, 1885.

Application filed August 29, 1884. (No model.)

*To all whom it may concern:*

Be it known that I, GEORGE DILLIG, a citizen of the United States, residing at Millvale, in the county of Allegheny and State of Pennsylvania, have invented certain new and useful Improvements in Wagon-Brakes, of which the following is a specification, reference being had therein to the accompanying drawings.

My invention relates to an improvement in wagon-brakes; and it consists in utilizing the hangers of the brakes to support the forward ends of springs that rest upon and cross the hind axles of the wagon; and it consists, also, in so forming the hangers that the brake-rod, to which the brakes are attached, can be readily removed from its seat, and in an arrangement by which the brake-blocks can, when worn in one place, be shifted to present a new face; and it consists, furthermore, in a new method of securing the springs attached to the hangers of the brakes to the hind axle.

The accompanying drawings represent my invention.

Figure 1 represents a side view of the brake and hanger with a spring attached thereto. Fig. 2 is a front view of the same; Fig. 3, a plan, and Fig. 4 a side view of a plate under the springs.

A represents a hanger of the brake, bolted to the wagon-bed B, its braces connecting and supporting the two ends *a* and *b*. At *a* the brake-rod *c* is pivoted in a circular opening in the hanger, which opening is covered by a removable cap, *e*, so that the brake-rod can be taken out and replaced without unscrewing the hanger, thereby saving unnecessary labor.

The arm *d*, attached to the end of the brake-rod *c*, carries the brake-block *f*, and is controlled by it. The brake-block is made broader than the tire on the wheel, and has on its back a dovetailed groove, *g*, into which slides an iron plate, *h*, projecting from the lower end of the arm *d*. In the plate *h* is a longitudinal slot, that receives a screw-bolt projecting from the groove *g*, and on it is a nut, by which the block is held in place. If a part of the block becomes worn from contact with the tire, the nut is to be unscrewed and the block shifted to one side or another to present a new part to the wheel.

At the end *b* of the hanger is secured one end of the upper blade of the spring S, whose middle is supported by a wooden block, K, on the axle D, Fig. 1. The remaining end of the blade of this spring S is attached to a spring, S', under the rear of the wagon-bed, the weight of which they conjointly uphold.

To prevent the blades of the spring S from leaving their places, a bolt passes through their center, the head of which is let into the top of the wooden block K, and to keep the block from sliding it is placed upon an iron plate, *l*, Fig. 3, resting upon the axle, that has on its upper face a pyramidal projection, *m*, that enters the bottom of the block, and from under this plate projects a pin to be sunk into the axle.

To keep the plate *l* from turning to either side, it also has on its under side two projections, *n*, at a distance from one another equal to width of the axle, Fig. 4, which by them is clasped at both sides.

At the sides of the plate *l* are lugs *p*, through which clips V pass from underneath, embracing the axle, and, extending upward along the block K and spring S, enter the holes in an iron plate on top of the spring, on which they are secured.

Having thus described my invention, I claim—

1. In a wagon-brake, the combination of the hanger A, the spring S, which is connected at its inner end, and a second spring S', which is connected to the front end of the spring S', with the brake-rod, which is journaled in the rear end of the casting A, and the brake, substantially as shown.

2. The combination of the casting A, which has a spring connected to one end and the brake-rod *c* journaled in the opposite end, with the arm *d*, slotted plate *h*, and brake-rod F, substantially as set forth.

3. The plate *l*, with its projections *m* and *n*, in combination with the block K, clips V, spring S, and axle D, substantially as set forth.

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

GEORGE DILLIG.

Witnesses:

T. F. LEHMANN,  
LOUIS MOESER.