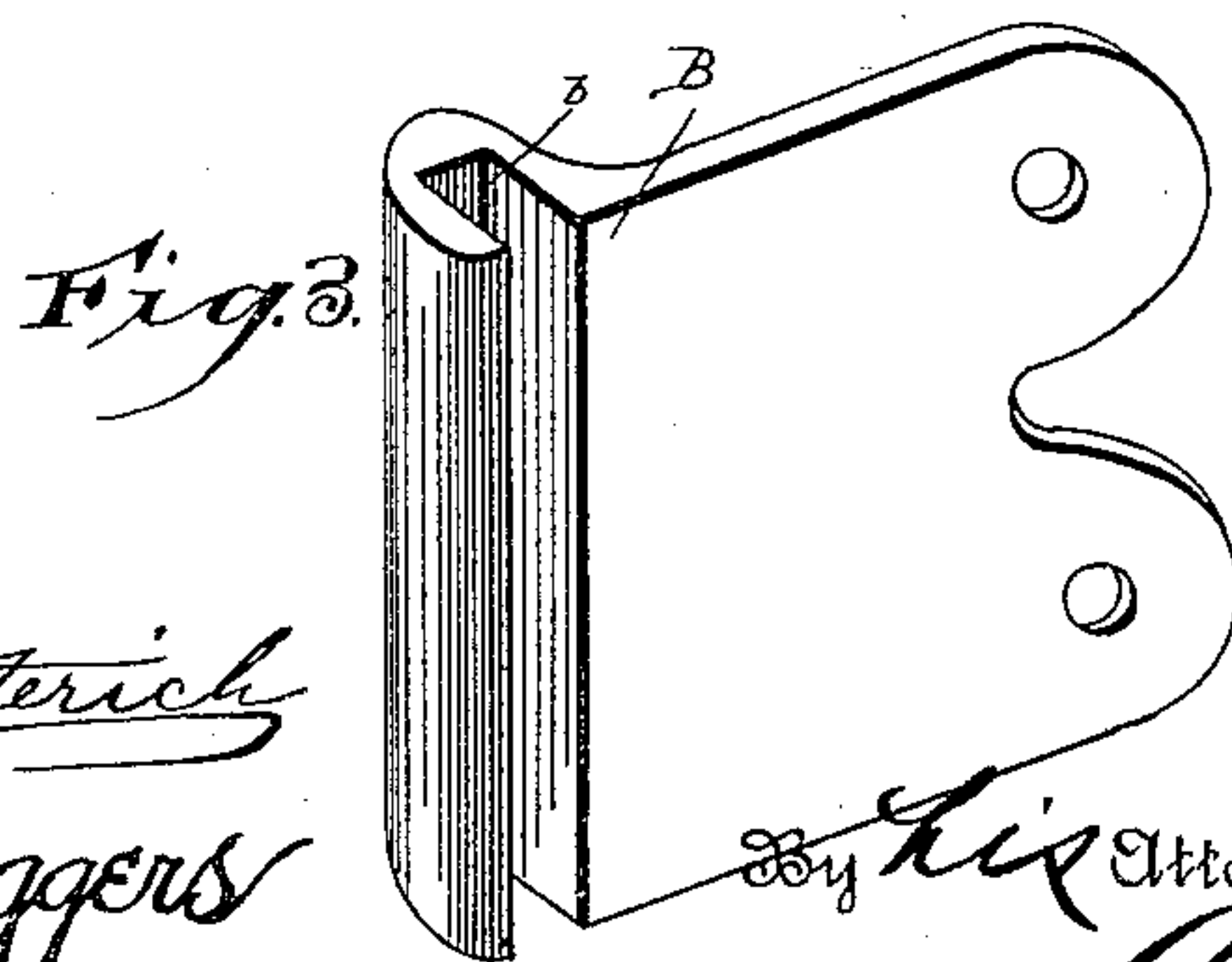
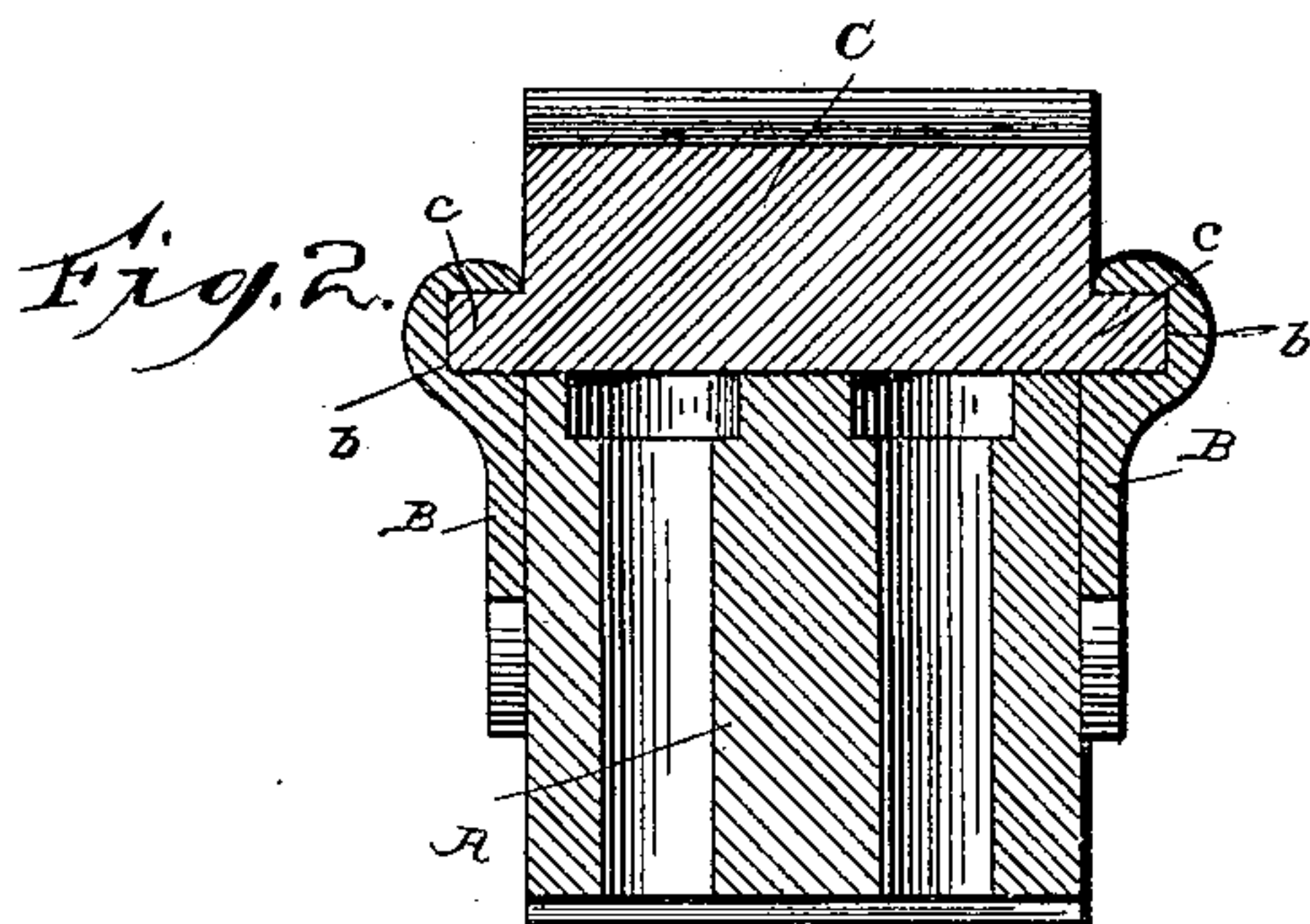
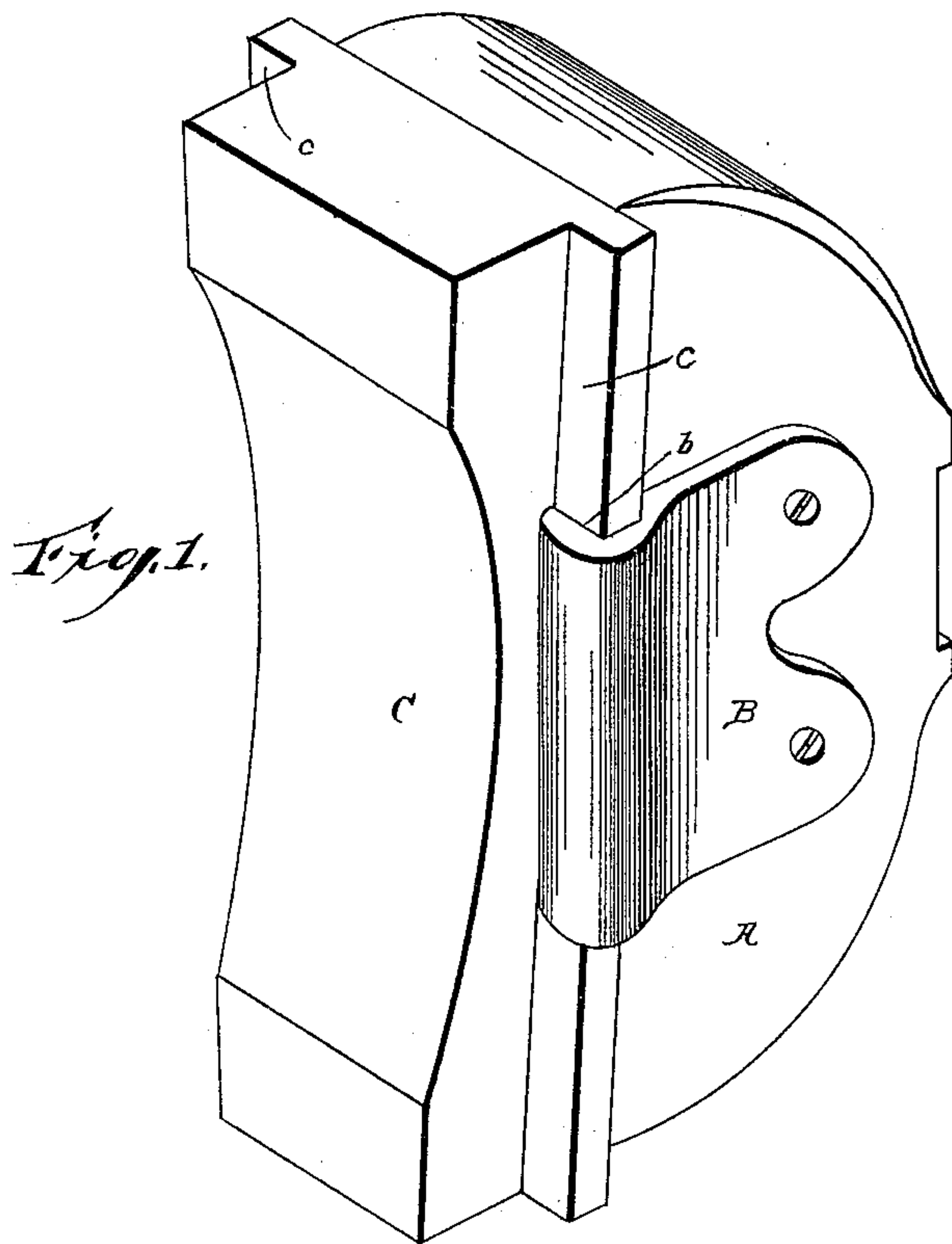


(No Model.)

W. T. MILLIKEN.
BRAKE BLOCK ATTACHMENT.

No. 372,554.

Patented Nov. 1, 1887.



Witnesses
Henry E. Dieterich
John H. Siggers

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UNITED STATES PATENT OFFICE.

WILLIAM TRIPP MILLIKEN, OF CHENEY, WASHINGTON TERRITORY.

BRAKE-BLOCK ATTACHMENT.

SPECIFICATION forming part of Letters Patent No. 372,554, dated November 1, 1887.

Application filed July 7, 1887. Serial No. 243,676. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM TRIPP MILLIKEN, a citizen of the United States, residing at Cheney, in the county of Spokane and Territory of Washington, have invented a new and useful Improvement in Brake-Block Attachments, of which the following is a specification.

My invention relates to a brake-block for wagons, &c.; and it consists, mainly, in providing grooved plates to be secured to the sides of the ordinary brake-blocks and securing the edges of a face-block in the said grooves, whereby when one face wears out another may be substituted very readily.

In the drawings hereto annexed is illustrated a brake block embodying my improvements, in which Figure 1 is a perspective view thereof. Fig. 2 is a transverse section of the same through the plates. Fig. 3 is a detail view of one of the said plates.

Referring by letter to the drawings, A designates a brake-block of the ordinary or any preferred form, and B B are plates secured on the opposite sides of the block, projecting beyond the rear edge of the same, and having the grooves *b b* in the opposing sides.

C designates the wear or face block, having a curved outer face and the lateral tongues or flanges *c c*, to fit in the grooves *b b* in the inner sides of the plates B.

The brake-block illustrated in the drawings is inclined or tapered in thickness from the upper end downwardly, and the wear-block is similarly tapered, so that when the block C is secured in place between the plates there is no chance of its dropping out or being pushed out by the contact of the wheel with it, as the same presses downwardly thereon and thus wedges it more tightly between the plates.

If the brake-block to which the brackets or plates are to be applied is not tapered, either the plates are inclined by placing wedges under the upper ends thereof, or they are provided with inclined grooves, thus producing the same effect as if the entire plates were inclined toward each other.

It will be readily seen that by the means

herein provided wear plates may be attached to any brake-block, either before or after use, it being only necessary to have the rear side of the block flat to give the inner side of the wear-plate a firm bearing.

I am aware that it is not new to provide brake-blocks with removable wear or face plates; but heretofore they have not been provided with plates or other means which may be attached or detached at will, whereby a face or wear plate may be secured to any brake-block after the face of the said block has been worn out; also, by forming the wear-plate tapering all liability of its slipping out of place and being lost is obviated, as when the wagon is in motion and the brake is applied the motion of the wheel upon the wear-plate is downward, thus forcing the same more tightly between the grooved plates than before.

My invention is very simple in construction, and is applied to the brake-block by simply screwing or bolting, thus making it possible for any one, however unskilled, to properly apply one of the wear-plates.

Having thus described my invention, I claim—

1. In combination with the brake-block, the plates B B, secured on opposite sides of the said block, projecting beyond the face of the block and having grooves *b* in the opposing sides thereof, and the wear-plate having the tongues or flanges on the sides thereof to fit into the grooves *b* to hold the wear-plate in position, substantially as specified.

2. In combination with the brake-block, the grooved plates B B, arranged slightly closer together at the lower edges, and the tapered wear-block C, having flanges on the side edges to fit in the grooves in the plates B, substantially as specified.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

WILLIAM TRIPP MILLIKEN.

Witnesses:

D. F. PERCIVAL,
JOHN LINDSAY.