

(No Model.)

M. L. HASKINS.
WAGON BRAKE.

No. 419,045.

Patented Jan. 7, 1890.

Fig. 1.

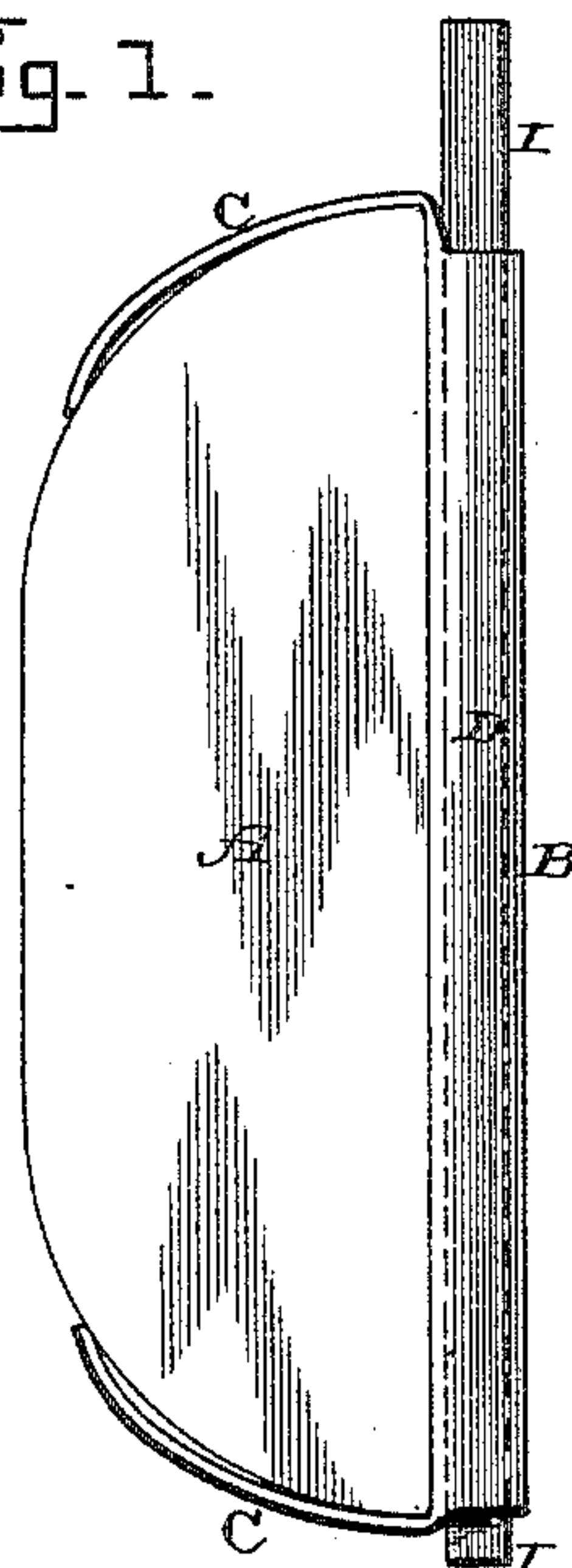
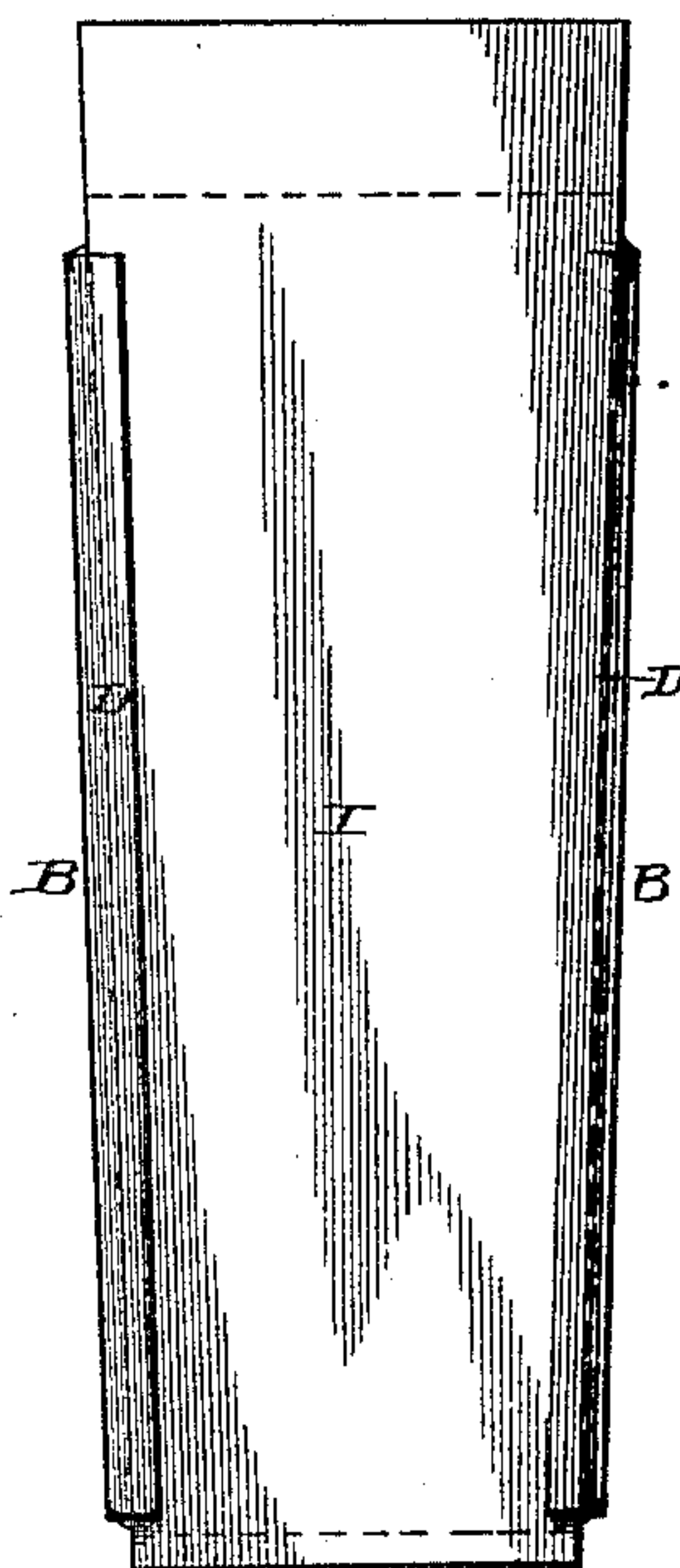


Fig. 2.



Witnesses:

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per
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UNITED STATES PATENT OFFICE.

MARVIN L. HASKINS, OF WILLOW CREEK, MONTANA.

WAGON-BRAKE.

SPECIFICATION forming part of Letters Patent No. 419,045, dated January 7, 1890.

Application filed July 19, 1889. Serial No. 318,061. (No model.)

To all whom it may concern:

Be it known that I, MARVIN L. HASKINS, of Willow Creek, in the county of Gallatin and Territory of Montana, have invented certain
5 new and useful Improvements in Wagon-Brakes; 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 pertains to make and use
10 it, reference being had to the accompanying drawings, which form part of this specification.

My invention relates to an improvement in wagon-brakes; and it consists in the combination of the brake-block, a metallic tapering
15 frame which is applied thereto, and which has its ends bent over the ends of the blocks, so as to secure the block and frame together without any fastenings, and a metallic tapering
20 plate, which is applied to the frame so as to receive the friction of the wheel, as will be more fully described hereinafter.

The object of my invention is to provide a brake for vehicles in which the metallic parts
25 are secured to the wooden block without the use of bolts, and from which the rub-plate can be removed whenever it becomes worn without having to renew any other part of the brake.

30 Figure 1 is a side elevation of a brake which embodies my invention. Fig. 2 is a front view.

A represents the brake-block, which is secured to the usual cross-bar, and B a metallic
35 frame, which is applied to the front of the

block, as shown. The ends C of this metallic frame are turned over the ends of the brake-block, as shown, so as to secure the two parts tightly together without the use of bolts or other fastenings, and the edges D are turned
40 up, so as to make guides or ways which taper toward each other at their lower ends and which receive the metallic plate I. This plate I also tapers, so as to correspond to the taper of the turned-up edges or guides, so that the greater
45 the amount of friction from the wheel the more firmly it will be secured in position. When this plate becomes worn out, it is only necessary to remove it and put another in its place. By means of this construction no
50 fastening-blocks or devices of any kind are necessary, and when the rub-plate becomes worn out it is only necessary to replace this part.

Having thus described my invention, I
55 claim—

The combination of the brake-block, the metallic frame applied thereto and provided with the turned-up tapering edges or guides and having its ends C bent around the ends
60 of the block, and the tapering rub-iron which is held in the frame, substantially as shown and described.

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

MARVIN L. HASKINS.

Witnesses:

C. W. HASKINS,
N. A. HASKINS,
B. B. WELLS.