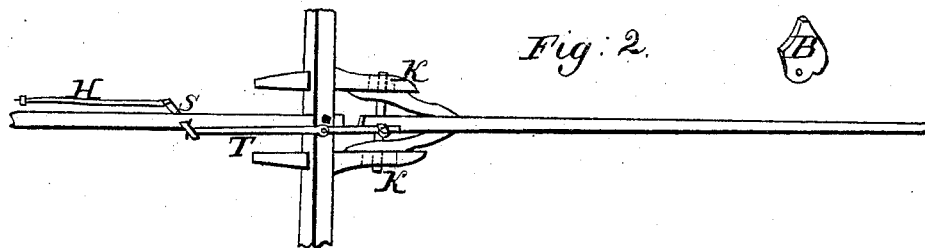
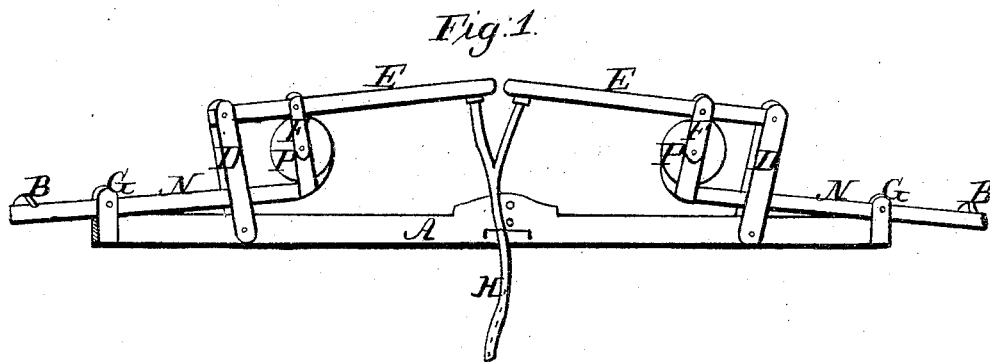


A. B. MATTOON.  
WAGON BRAKE.

No. 50,145.

Patented Sept. 26, 1865.



*Witnesses.*  
*Meritt Gally*  
*Theodore Wallis.*

*Inventor.*  
*A. B. Mattoon*

# UNITED STATES PATENT OFFICE.

A. B. MATTOON, OF NILES, NEW YORK.

## IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **50,145**, dated September 26, 1865.

*To all whom it may concern:*

Be it known that I, A. B. MATTOON, of Niles, in the county of Cayuga and State of New York, have invented a new and useful Improvement in Wagon-Brakes; and I do hereby declare that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawings, and to the letters of reference marked thereon, making a part of this specification, in which—

Figure 1 is a view of the brake proper, and Fig. 2 the self-acting attachment connected with the wagon pole and reach.

The nature of my invention consists in the use of double levers E N E N with pulley-fulcrums P P, attached to the cross-bar A by pivoted iron straps D D, F F, and G G, and connecting with the brake-blocks at B B. The levers are worked by the strap H, attached to a short lever passing through and pivoted to

the reach at S. The short lever S is worked by the iron rod T, which is attached at its farther extremity to the wagon-pole, which slides back and forth between the hounds, the cross-piece working in slots at K K, Fig. 2. The revolving brake-block B turns from the wheel when the wagon is moving backward, preventing all friction. The wheels of the wagon moving in the opposite direction, however, in going down hill apply the brake.

What I claim as my invention, and desire to secure by Letters Patent, is—

The pulley-fulcrumed levers E P N E P N, the revolving brake-block B, the short single lever S, and the rod T, combined and arranged as described.

A. B. MATTOON.

Witnesses:

M. GALLY,  
THEODORE WALLIS.