

A. W. WRIGHT.

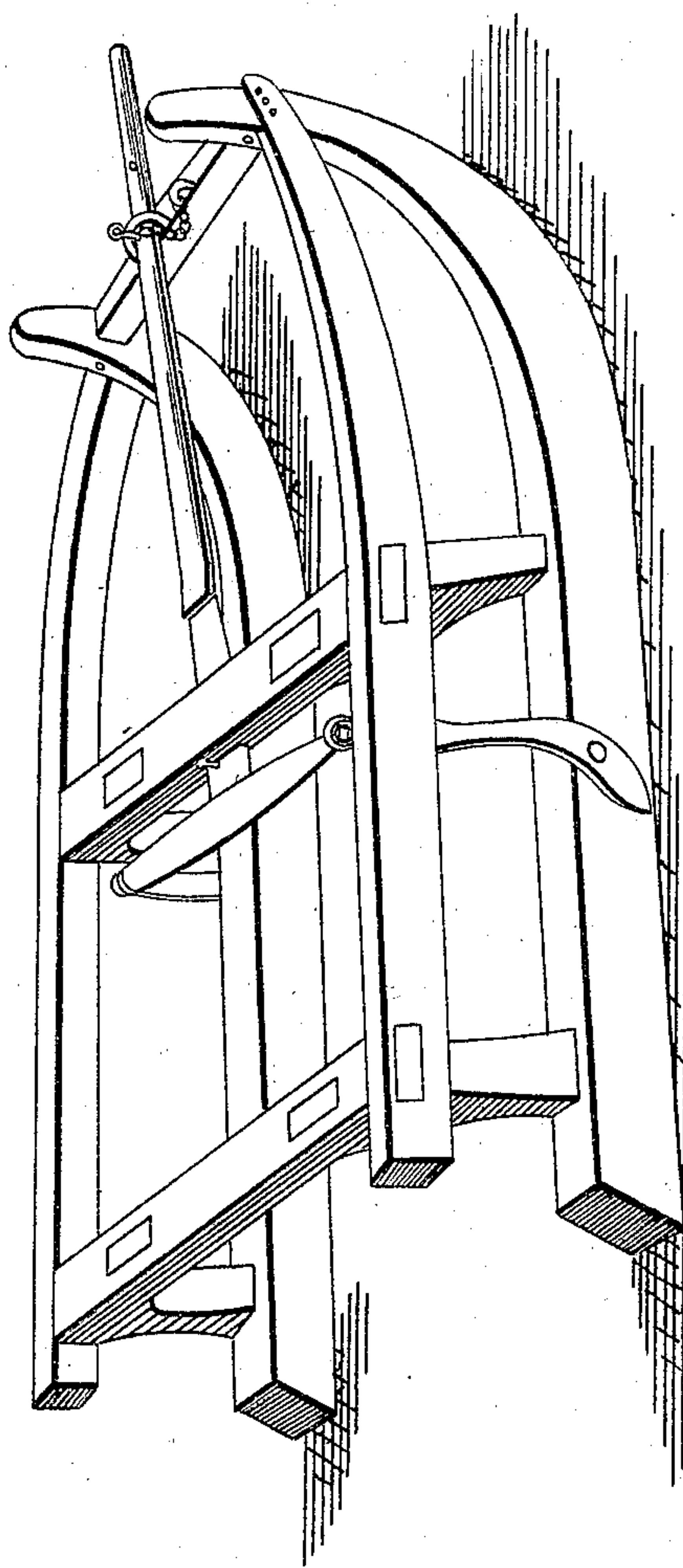
Sled Brake.

2 Sheets—Sheet 1.

No. 86,487.

Patented Feb. 2, 1869.

*Fig. 1.*



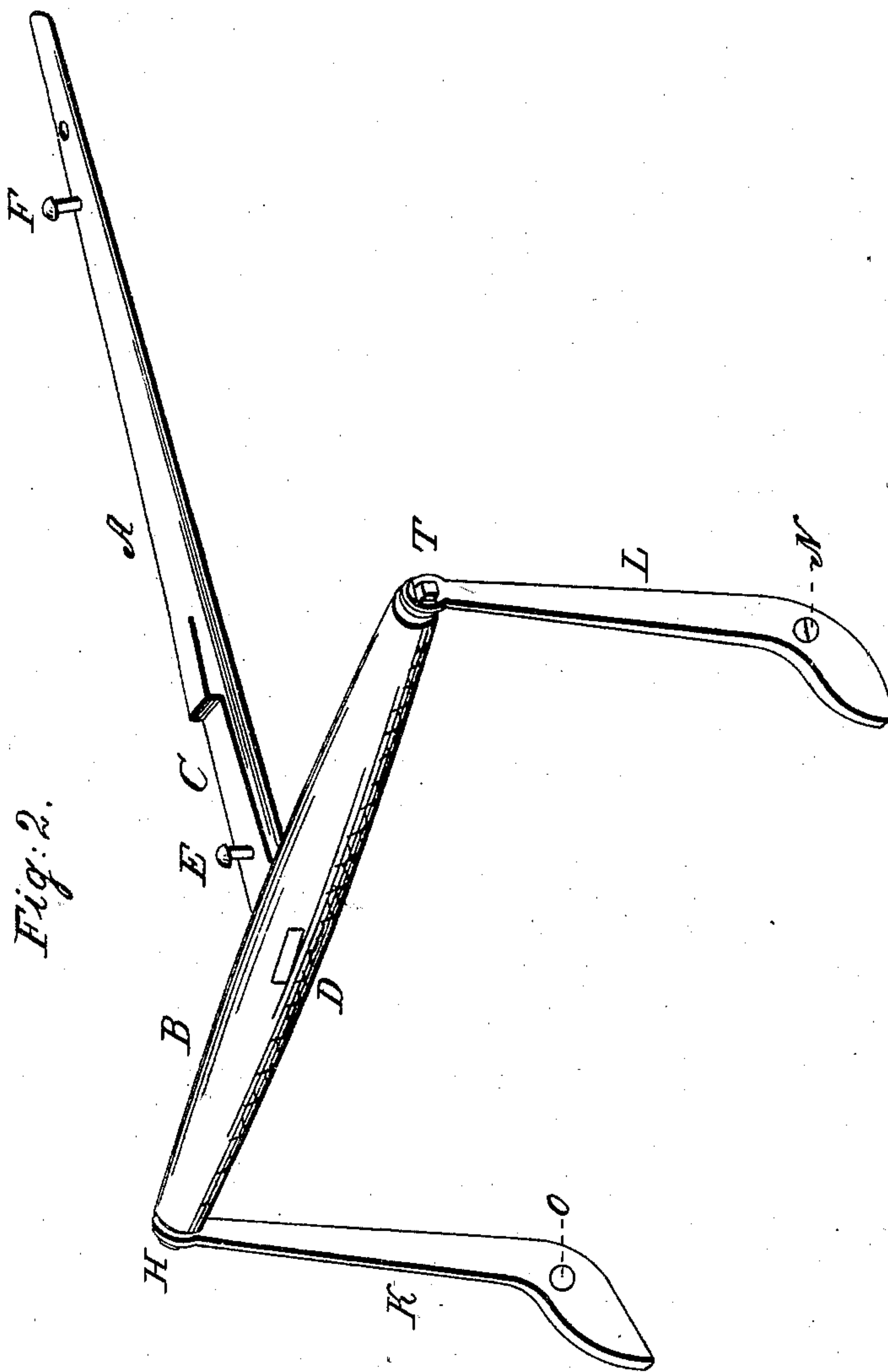
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Witnesses.

*S. M. Lyle.*  
*M. S. Lyle*

Inventor.  
*A. W. Wright.*

# United States Patent Office.

A. W. WRIGHT, OF CALVIN, PENNSYLVANIA.

Letters Patent No. 86,487, dated February 2, 1869; antedated January 30, 1869.

## IMPROVEMENT IN SLED-BRAKE.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, A. W. WRIGHT, of Calvin, in the county of Huntingdon, in the State of Pennsylvania, have invented a new and improved Sled-Brake, or Lock; and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The nature of my invention consists in forming, on the rear end of the sled-tongue, a sliding tenon, which passes through a mortise in the centre of the front bench, and is attached to a wooden cross-piece, to either end of which is fastened an iron cutter extending downward, being bolted to the side or passing through the centre of the runners.

In front of the cross-piece, and in the rear of the front bench, there is an iron or wooden pin, which passes through the tenon, preventing the tongue from being drawn too far forward, and at the cross-bar of the sled there is another pin, which may be placed in the front hole of the tongue, if it is desired to have a permanent lock, or in the second hole, when it is desired to force the sled backward, or to render the brake or lock powerless.

To enable others to make and use my invention, I will proceed to describe its construction and operation.

The sled-tongue is of the usual kind, excepting that upon the rear end of it is a sliding tenon, which passes through the front bench, and attaches to the cross-piece, as above stated.

The cross-piece is of wood, and the iron cutters are fastened to the ends thereof by a bolt or screw, but not so tightly fastened as to prevent their forming joints.

On either end of the cross-piece is an iron band, to prevent it from splitting or wearing.

The ends of the cutters curve or are bent toward the rear of the runner, so that they may take proper effect when forced forward.

The cutters are fastened to the runners by means of iron screws or bolts.

When a sled to which my invention is attached is descending a hill, the pressure causes the tongue to force the cross-piece backward, thus making the cutters to operate in proportion to the pressure, as may be seen by reference to the annexed drawings, making part of this specification, in which—

Figure 1 is a view of my invention, when applied to a sled.

Figure 2, a view of my invention.

Letter A represents the tongue of the sled.

Letter B represents the cross-piece.

Letter C represents the sliding tenon.

Letter D represents the mortise in cross-piece.

Letter E represents an iron or wooden bolt.

Letter F represents an iron bolt.

Letter G represents a bolt-hole.

Letters H and I represent the bolts fastening cutters to cross-piece.

Letters K and L represent the cutters.

Letters N and O represent bolts fastening cutters to runners.

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

The combination and arrangement of the several parts composing a self-acting sled-brake, as shown and described.

A. W. WRIGHT.

Witnesses:

B. N. LYTLE,

T. W. MYTON.