

A. S. NOTESTEIN.

Improvement in Wagon-Brake.

No. 125,902.

Patented April 23, 1872.

Fig. 1.

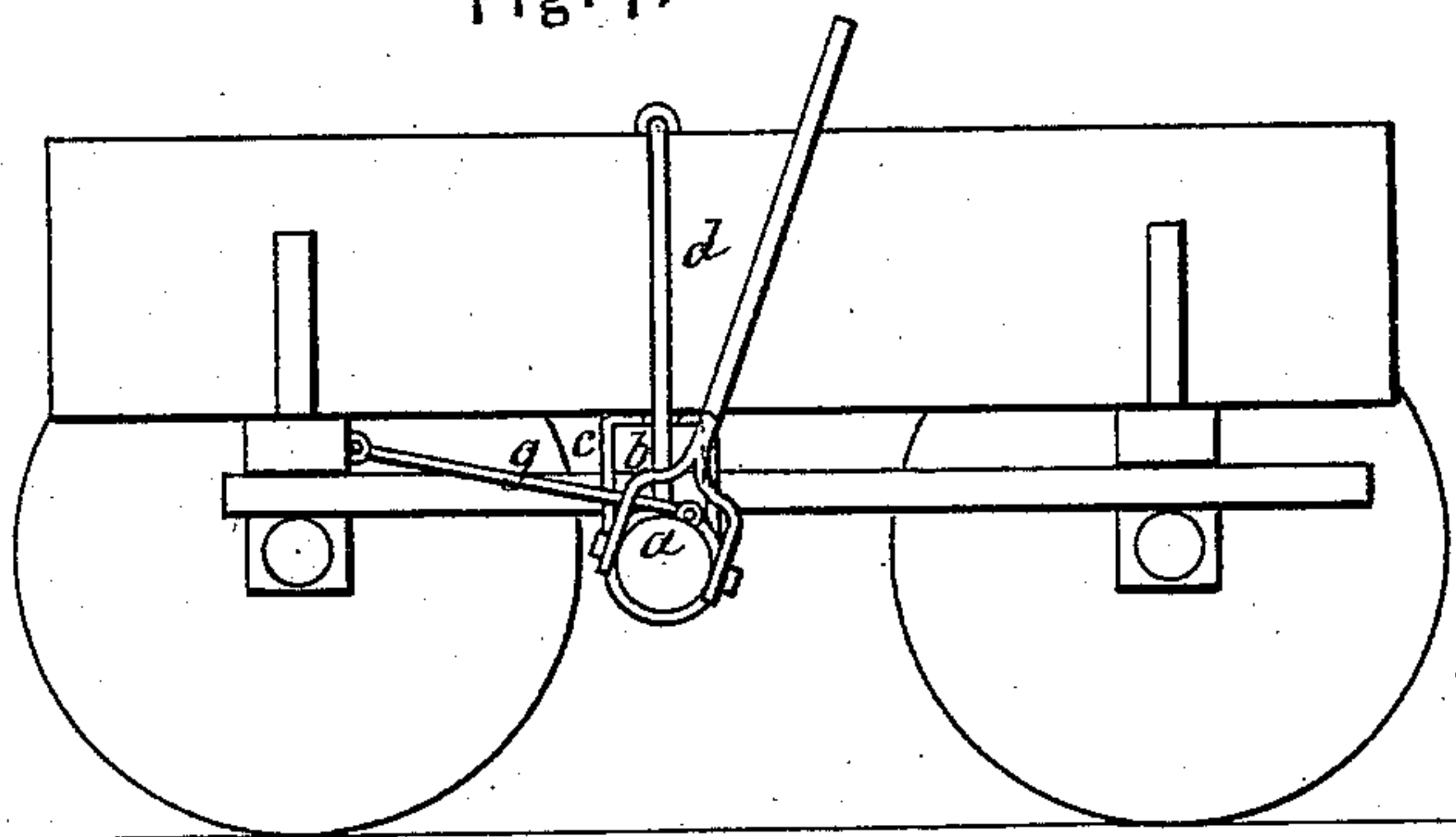


Fig. 2.

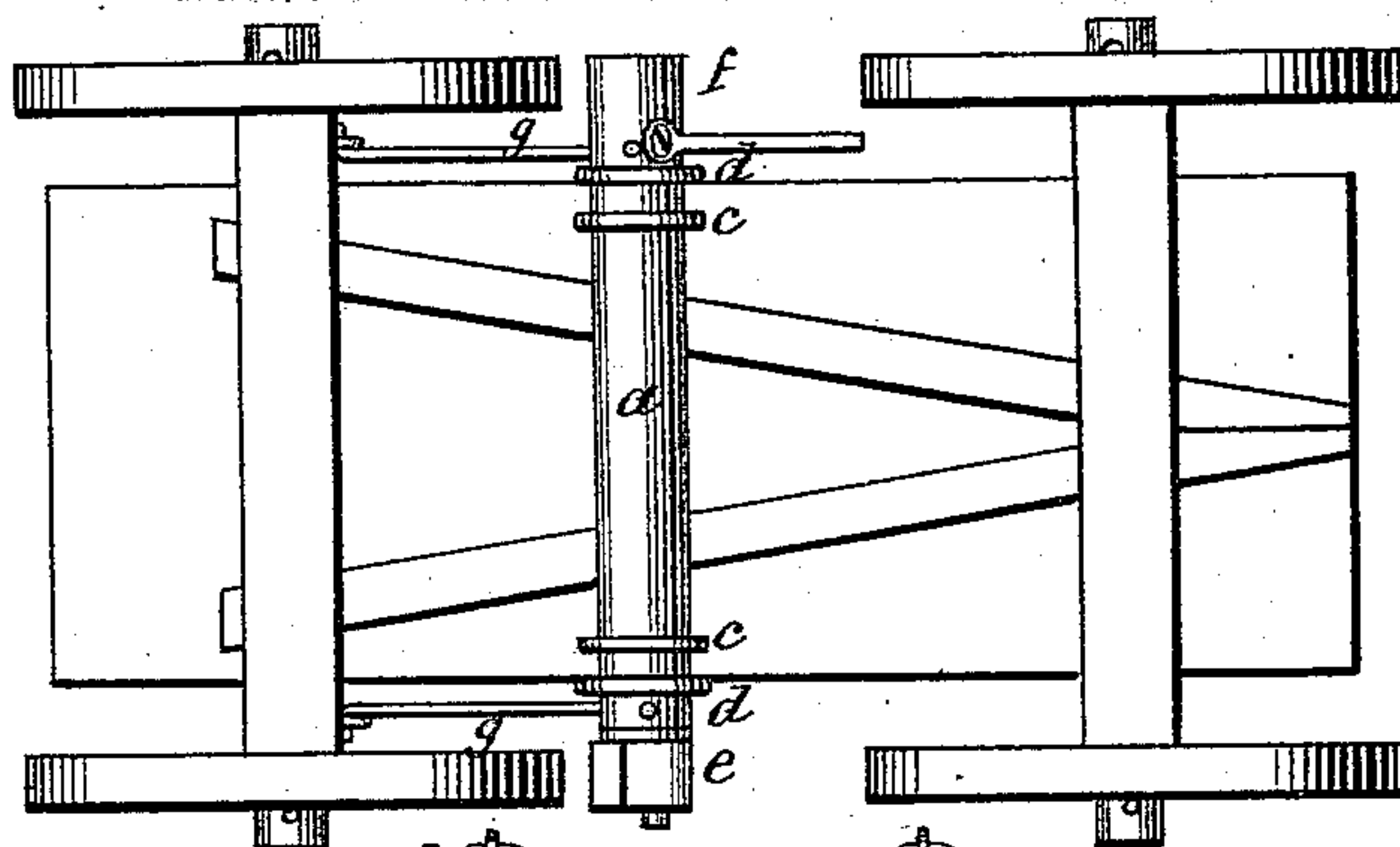
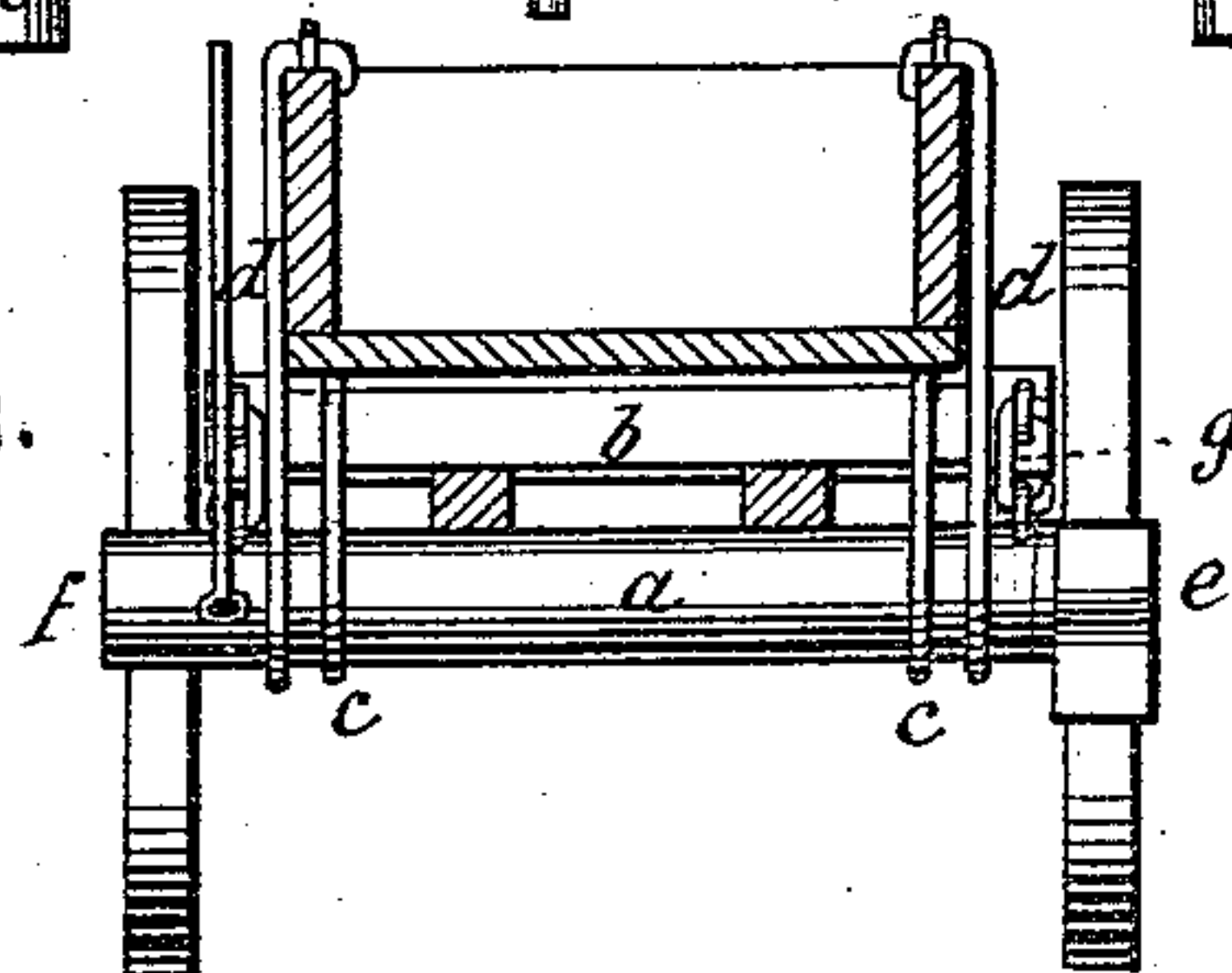


Fig. 3.



Witnesses:

*W. F. Hutchinson*  
*John Williams*

Inventor:

*Andrew S. Notestein*  
by *E. M. Pool*

## UNITED STATES PATENT OFFICE.

ANDREW S. NOTESTEIN, OF LURAY, MISSOURI, ASSIGNOR OF ONE-HALF HIS  
RIGHT TO ROBERT RUSSELL, OF SAME PLACE.

## IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. 125,902, dated April 23, 1872.

## SPECIFICATION.

Specification describing certain Improvements in Wagon-Brakes, invented by ANDREW S. NOTESTEIN, of Luray, in the county of Clark and State of Missouri.

The following is a description of my newly invented wagon-brake, which is full, clear, and exact, reference being had to the drawing accompanying the specification.

The brake-bar *a* is a roller hung to a piece of wood, *b*, that crosses the hounds by stirrups *c c* when put to the running gears of a wagon, and with suspenders *d d* when used on the box. In either case when the one is used the other is dispensed with. The ends of the brake-bar *e* and *f* show the different ways it may be used. The brake-bar is connected to the bolster or axle by two rods of iron, *g g*, called connect-

ing-rods, with a hook at each end, with a key-hole in it to keep it to its place. The connecting-rods are fastened at one end to bolts, with an eye for a head, which may serve to hold the stake in the bolster, and a similar bolt through the brake-bar for the other end of the connecting-rods *g g*. The lever may be fastened to the brake-bar in different ways.

I claim as my invention—

The manner of drawing the brake-bar to the wheels, and of throwing it off again by the stationary connecting-rods, substantially as and for the purposes hereinbefore set forth.

ANDREW S. NOTESTEIN.

Attest:

GILMAN WHITE,  
ROBERT RUSSELL.