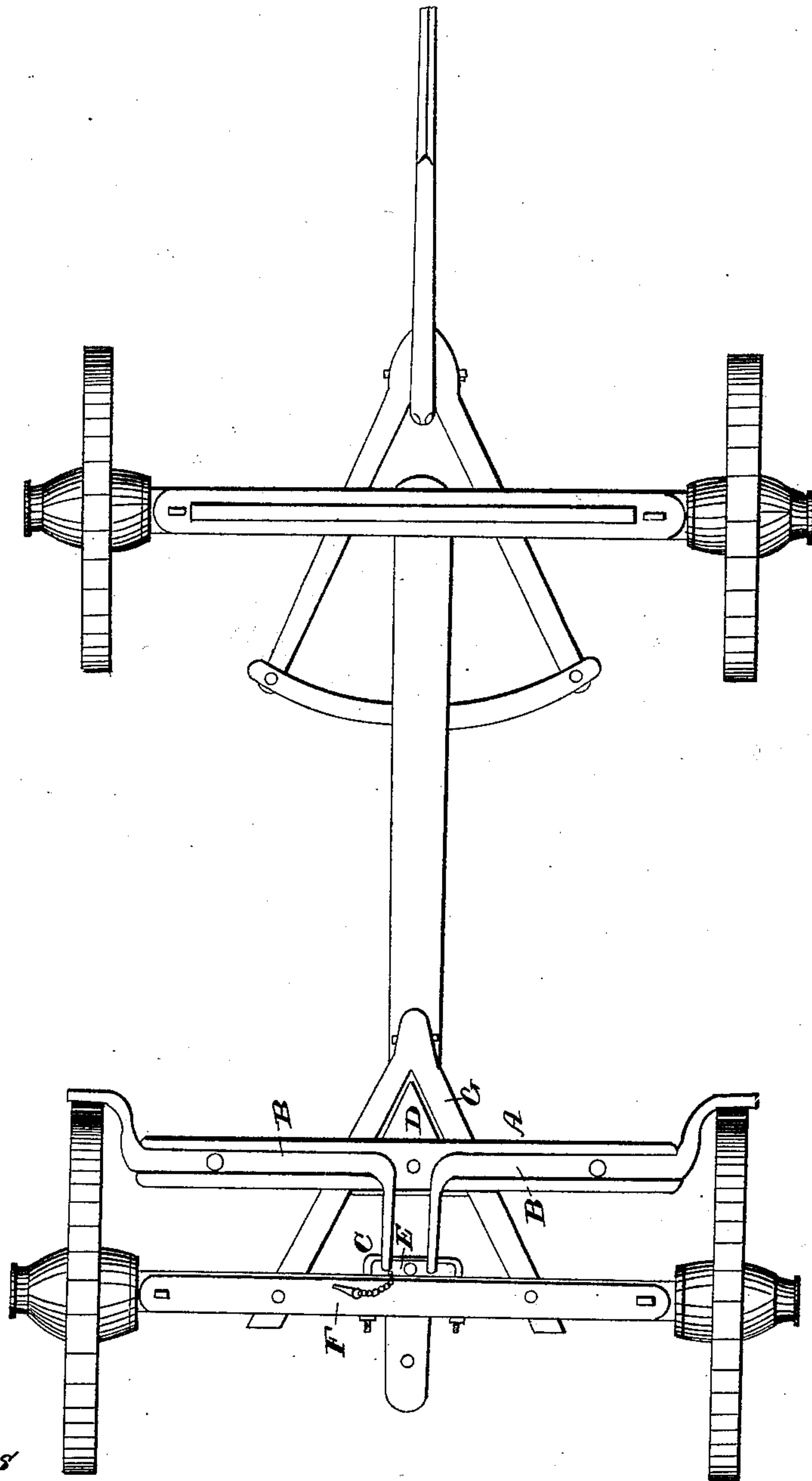


G. W. MORGAN.

Wagon-Brake.

No. 27,558.

Patented Mar. 20, 1860.



*Witnesses*

*Geo H. Clarke*

*William H. Dietz*

*Inventor*

*G. W. Morgan*

# UNITED STATES PATENT OFFICE.

GEORGE W. MORGAN, OF PRATTSBURG, NEW YORK.

## SELF-ACTING WAGON-BRAKE.

Specification of Letters Patent No. 27,558, dated March 20, 1860.

*To all whom it may concern:*

Be it known that I, GEORGE W. MORGAN, of Prattsburg, in the county of Steuben and State of New York, have invented a new and Improved Wagon-Brake; 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 annexed drawing, making a part of this specification, in which the figure represents a bird's-eye view of the whole gearing of an ordinary wagon with my improvement applied.

A, is a bar of wood laid across the hind braces and between the hind wheels. It is secured to the triangular block D by a bolt being passed down through the coupling bar to which it is fastened.

B and B, are bent levers made of iron and pivoted on the top of the bar A as represented in the figure. The outer ends are bent so as to extend forward of the hind wheels, and at these ends are rubber blocks of the ordinary construction of wood, leather or other material; the inner ends are bent backward toward the hind bolster and are held by a clasp that passes through the end of each and is secured to the hind bolster.

C, is the clasp that holds the ends of the bent levers B and B, and it is secured to the hind bolster.

D, is a triangular shaped block fitted to the inner angle of the hind braces. It should be of the same thickness as the braces G, so as to allow the bar A to rest upon the

braces when secured to the coupling bar, and when thus made the bar A and block D will keep the hind braces in position without a bolt in the forward end of the braces as in other wagons.

E, is one of a series of holes to put a pin or bolt into to prevent the coupling bar from passing back through the axle when it is not necessary to use the brakes and thus prevent the application of the brakes to the wheels when backing the wagon, the other holes are for the various lengths of coupling bar required.

F, is pin suspended by a chain or string and when the brake is not required it may be put in the hole E and thus prevent the action of the brakes.

G, is the hind braces secured to the hind axle in the ordinary method. The forward end is made to suit the shape of the block D, and they are not secured to the coupling-bar, but are kept in place by the block D and lever A.

Having thus fully described my invention what I claim as new and desire to secure by Letters Patent is—

The arrangement of the clasp C and brake-bar A, substantially as described, for the purpose of operating the brake-levers as set forth.

G. W. MORGAN.

Witnesses:

ELIAS SMITH,  
SETH B. COLE.