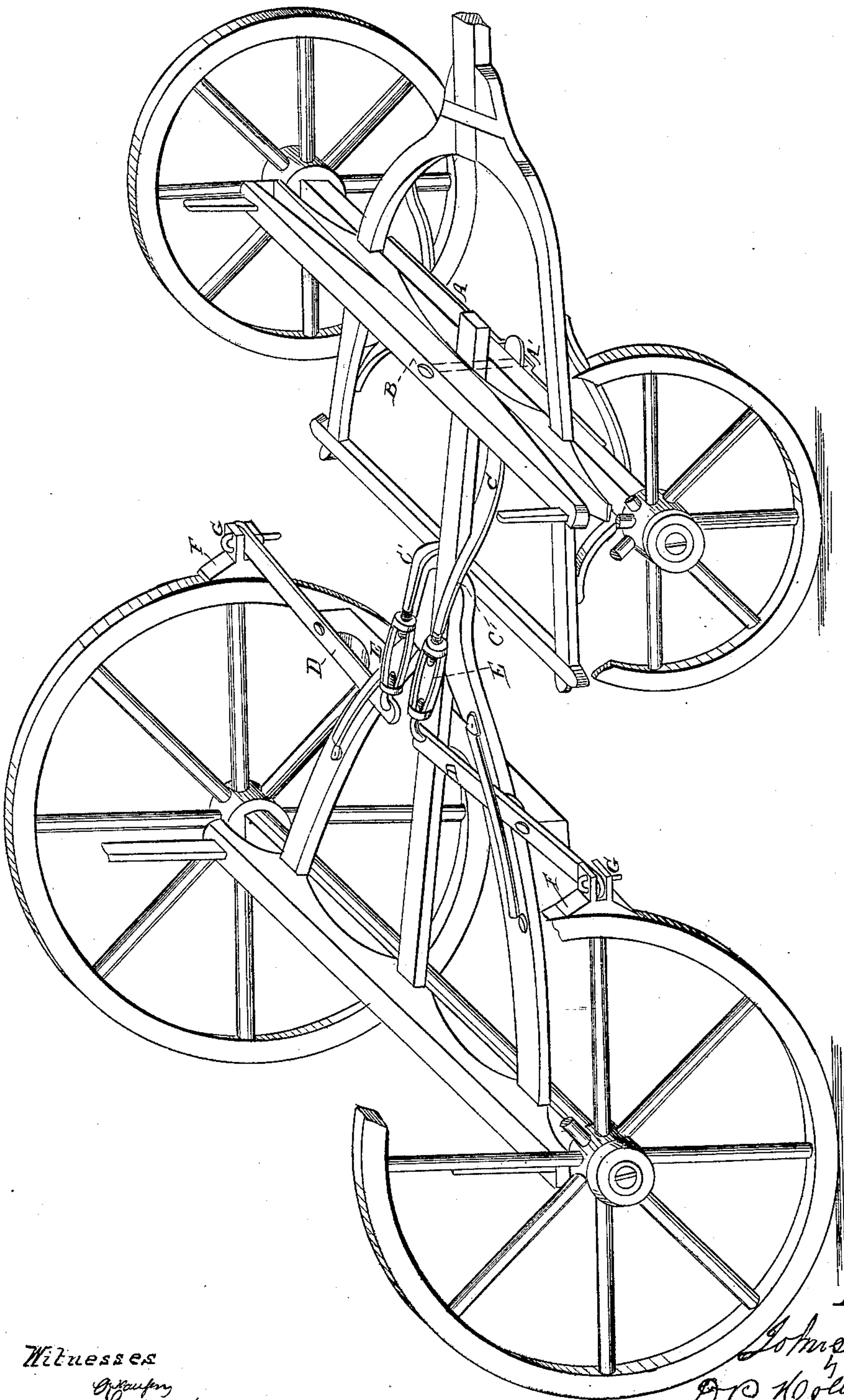


J. S. McGLUMPBY.

Wagon-Brake.

No. 57,538.

Patented Aug. 28, 1866.



Witnesses

*J. S. McGlumpby*  
*L. A. Murphy*

Inventor

*J. S. McGlumpby*  
by his Attorney  
*D. P. Holloway & Co.*

# UNITED STATES PATENT OFFICE.

JOHN S. McGLUMPHY, OF WIND RIDGE, PENNSYLVANIA.

## IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. 57,538, dated August 28, 1866.

*To all whom it may concern:*

Be it known that I, JOHN S. McGLUMPHY, of Wind Ridge, in the county of Greene and State of Pennsylvania, have invented a new and useful Improvement in Automatic Brakes for Wagons; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawings, made part of this specification.

The object of my improvement is so to attach the brakes of wagons that by raising the tongue, as always occurs in going down hill, the brakes shall be automatically applied to the hind wheels.

The wagon is of ordinary construction, my brakes being applicable to all varieties of vehicles where a tongue is employed. Under the front axle is attached a bar of iron, A, which has in the middle an opening left by bending the bar, or constructing it with an eye for receiving the end of the brake-bar C, which is secured by the king-bolt B, passing through the bolster, sand-board, and axle, and extending through the bar C and eye A'.

The bar C is bifurcated and bent so as to pass below the coupling, as shown in the drawings. The ends C' are finished with a screw for receiving the tension-nuts E, which are attached by a swivel-joint to short rods projecting from the ends of the brake-levers D, which are pivoted in the middle, and have rubbers F on the outer ends, as shown. These rubbers may be constructed with jaws and at-

tached by a yoke-formed pin, G, as shown, or in other suitable and ordinary manner.

The nuts E are so adjusted that when the wagon is in its normal state the rubber will not touch the wheel; but when the tongue is raised, the center of motion being in the space between the sand-board and axle, where the coupling is attached to the king-bolt, the lower end of the king-bolt will be thrown forward, carrying with it the rod C, which, advancing the inner ends of the levers D, press the rubbers on the face of the wheel. The brakes will be relaxed when the tongue is lowered. Thus the brakes will be applied whenever the horses are holding back in descending a hill or stopping.

Having explained the nature of my improvement, what I claim as my invention, and seek to secure by Letters Patent, is—

In combination with the rubbers F and levers D, the bifurcated bar C and adjusting-nuts E, the same being respectively attached to the lower end of the king-bolt B and to the brake-levers D, substantially as and for the purpose set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JOHN S. McGLUMPHY.

Witnesses:

D. M. WALTON,  
Z. A. WHITE.