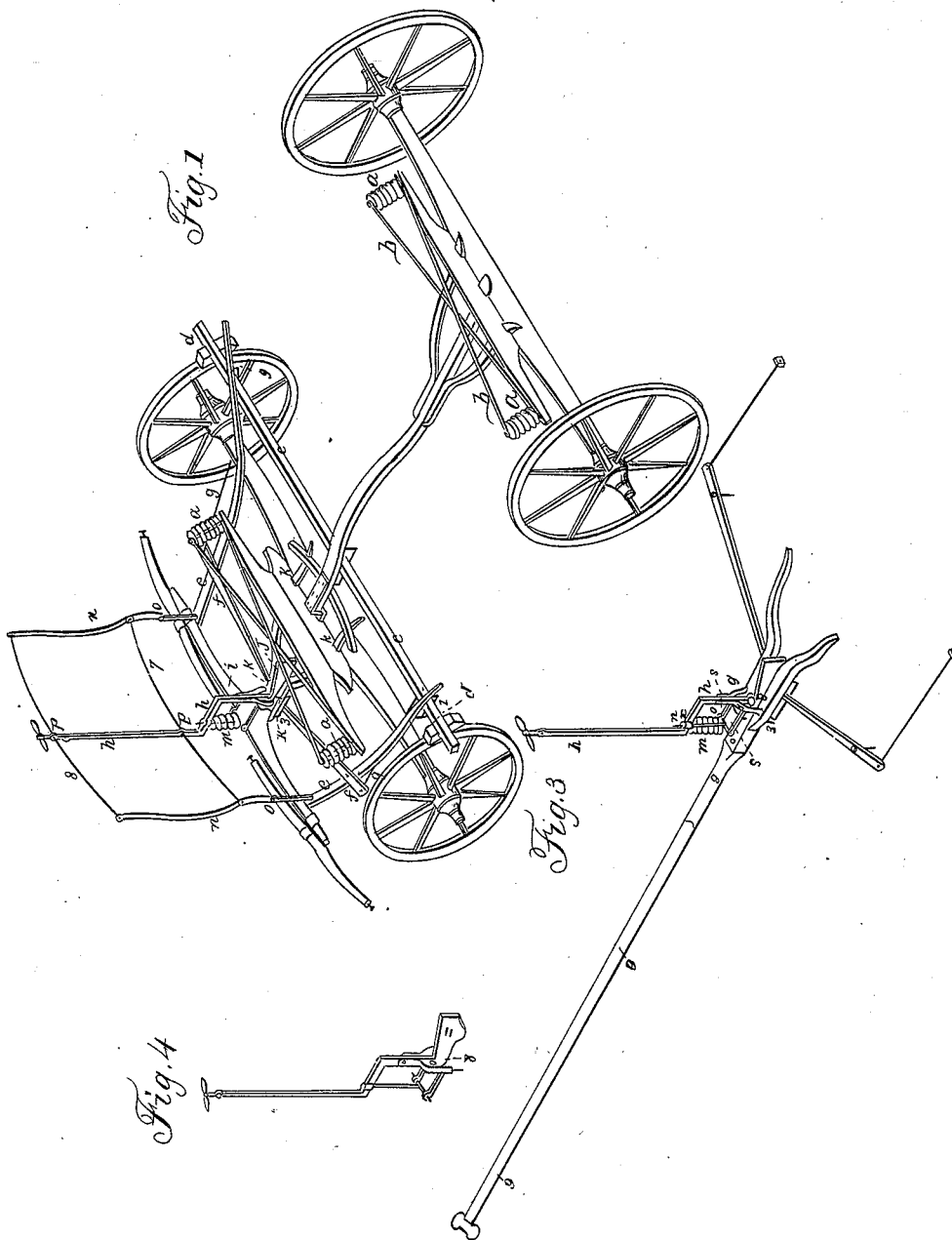


L. LUPTON.
Wagon-Brake.

No. 7,685.

Patented Oct. 1, 1850



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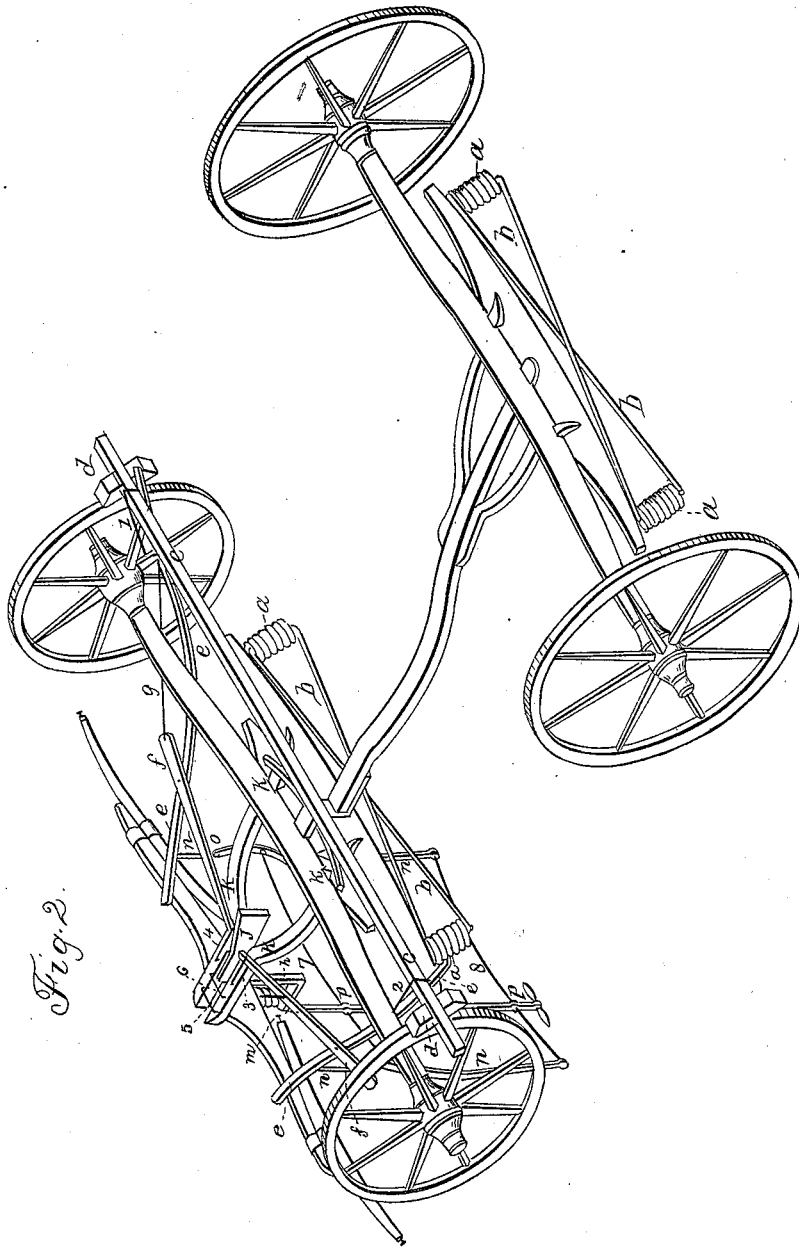


Fig. 2.

UNITED STATES PATENT OFFICE.

LEWIS LUPTON, OF WINCHESTER, VIRGINIA.

DASHBOARD FOR CARRIAGES.

Specification of Letters Patent No. 7,685, dated October 1, 1850.

To all whom it may concern:

Be it known that I, LEWIS LUPTON, of the town of Winchester, in the county of Frederick and State of Virginia, have invented a new and useful Improvement upon Brakes for Vehicles, which I specify and designate as the "Improved Combination Attachment Carriage-Brake"; and I do hereby declare that the following, is a full and exact description of the same.

The nature of my improvement consists in the new form and construction and the arrangement of the brake apparatus, together with a new form of a winch-shaped, vertical hand and foot lever, and its arrangement in combination with a sliding tongue, and horizontal or lateral levers, all of which may be operated by the aid of horses attached or by the hand and foot; or with or without the sliding of the tongue, or either independently of the others.

In order to cause the brake, or rubbers to bear off or react from the wheels, I use a vertically adjusted spiral spring, which is attached in such a manner as to react the winch-shaped, or hand and foot lever. Connected with the vertical lever I have a jointed moving dash frame, which is detached from the body of the vehicle and connected instead with the running-gear part of the vehicle. I also have the sliding tongue, detached from the hand and foot lever, and the lateral or horizontal levers, so as to operate, or act the brake and rubbers, independently of the pulling back of the sliding tongue. To back the vehicle, a pin or bolt, is inserted in the tongue and hounds, so as to prevent action of brake and rubbers.

To enable others to construct, and use my improvement, 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 drawings, making a part of this specification, in which—

Figure 1, is an isometrical perspective plan of running gear, with the brake apparatus attached thereto. Letters *a, a, a, a*, show spiral springs, covered with gutta-percha, or india rubber, and upon which springs the body of the vehicle may be swung; *b, b*, crossing or stay bars, or rods confining the springs in their places; *c, c*, rubber, or brake bar; *d, d*, rubber blocks; *e, e, e, e*, right and left braces, with staples 1, 2, for support of

rubber bar; *f, f*, lateral or horizontal levers attached on underside of support bars; *g, g*, connecting rods, the back ends of which are fastened through rubber bar, by screw and nut. The front ends of these rods are hooked or bent, and work or play in the eyes or holes of the large ends of the lateral levers (*f, f*); *h, h*, vertical, winch-shaped, hand and foot lever, which works upon a fulcrum at *i, J* is the lower or large end of hand and foot lever, which end has two openings, or holes through which the small or handle ends of lateral levers (*f, f*) play. The under end, of hand and foot lever, works in, between the jaws of the hounds *k, k, k*. Against the under-end of hand and foot lever, (which is jointed at *z*,) plays or presses, the butt-end of the sliding tongue, which tongue, also plays in, between the jaws of the hounds. This sliding tongue is separate and detached from the lever (*h, h*). 3, 4, are underside staples, or rests, for support of ends of lateral levers (*f, f*). 5, 6, are hounds connecting, or stay staples, and answer for support for ends of tongue. *m*, is the spiral, or reacting spring, covered with gutta-percha, or other elastic material, and this spring throws back the levers to their original positions, and relieves the wheels of the rubber bar, and at the same time forces the tongue forward, to its proper place. *n, n, n, n*, show moving dash frame jointed at *o, o*, and attached to the braces (*e, e*). This jointed dash, is attached to hand and foot lever, by rods 7, 8, passing through the eyes *p, p*.

Fig. 2 is an inverted isometrical perspective view of the running-gear, part of vehicle, with the brake apparatus attached, and is lettered and numbered according to explanation of Fig. 1.

Fig. 3, is a section, or detached part of the apparatus, and shows the form, construction, and arrangement of tongue in combination with the hand and foot lever (*h, h*); *m*, spiral spring; *n*, the rod or pin through the spiral, and is of this form, the ends *o, o*, of which work or play in the eyes of staples *s, s*, which staples are attached firmly to stay braces *s, s*. At H in hand and foot lever is a hole through which the rod or pin *n*, passes, serving to keep the spiral spring in place. 8, shows the connection of the hand and foot lever (*h, h*) with the lateral levers. *g, g, g, g*, is the sliding tongue.

Fig. 4, simply shows the form of the hand and foot or winch-shaped vertical lever, with its joint and fulcrum.

All of the above described apparatus is
5 attached to the front part of the running gear of the vehicle, and the operation or action of the same is produced while the vehicle may be descending an inclination or declivity, the horses being attached, in
10 such instances pulling or pressing back, thereby causing the tongue to slide between the jaws of the hounds, the butt end of the tongue pressing against the winch-shaped or hand and foot lever (*h, h,*) which, oper-
15 ates the lateral levers (*f, f,*) causing the brake bar, with the friction or rubber blocks to bear up, or press against the periphery or circumference of the fore wheels, thereby causing retarded motion. Then so soon
20 as the pressure against the hand and foot lever (*h, h,*) is suspended, the spiral spring (*m*) throws the sliding tongue and hand

and foot lever forward, or to their proper position, thereby relieving the wheels of the pressure and friction of brake and rubbers. 25

I claim—

The arrangement of the winch-shaped hand and foot lever (*h, h*) in combination with and the attaching the same to a jointed, moving dash frame *n, n, n, n,* together also
30 with the attaching of said jointed, moving dash frame to the running gear part of the vehicle, instead of to the body part of the vehicle, as is usual.

I do not claim the originality of invent- 35
ing brakes for vehicles, nor of the sliding tongue; nor of the spiral springs and horizontal levers, but only so much of the improved combination as is specified above.

LEWIS LUPTON. [L. s.]

Witnesses:

JNO. P. BENTLEY,
E. I. SENSENEG.