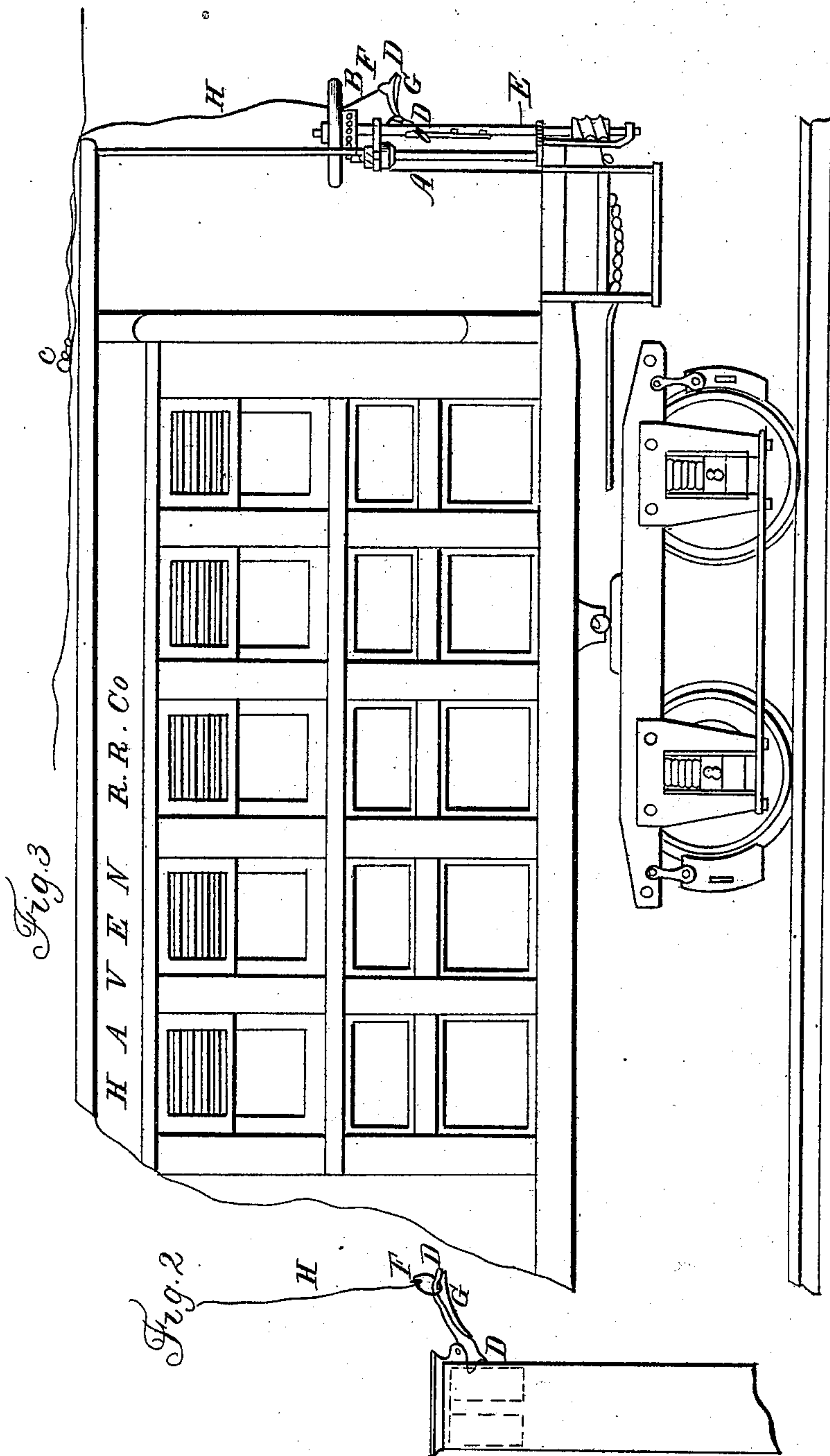


W. G. CREAMER,

Car Brake.

No. 10,321.

Patented Dec. 20, 1853.



UNITED STATES PATENT OFFICE.

WM. G. CREAMER, OF NEW HAVEN, CONNECTICUT.

OPERATING BRAKES BY SIGNAL-CORD.

Specification of Letters Patent No. 10,321, dated December 20, 1853.

To all whom it may concern:

Be it known that I, WM. G. CREAMER, of New Haven, in the county of New Haven, State of Connecticut, have invented a new and improved method of closing the brakes
5 of a train of railroad-cars, whereby the engineer of the train can close all the brakes by pulling the bell or signal cord, which method does not in any way interfere with
10 the use of the brakes in the usual way by the brakeman, nor does it interfere with the use of the cord for transmitting signals by the conductor to the engineer; and I do hereby declare that the following is a full
15 and exact description.

To enable others skilled in the art to make and use my invention I herein describe its construction and operation.

To any of the cars now in general use I
20 affix a weight or spring in connection with the brake which is kept in check by a small trigger shown at D D, plate 3. To this is attached a ring and cord at F. Underneath
25 this trigger is a spring G, fitting up to the underside and end of the trigger not so tight but that when it is pulled upward the ring will slip out when it (the trigger) is pulled in a vertical position. This ring is
30 connected with a small branch cord H reaching upward to the top of the car and thence forward about six feet and attached to the main cord at C. It will be seen that when

the engineer pulls the rope the trigger is pulled and the weight or spring released and the brake instantly closed. The slipping of the ring at F is of the utmost importance as all the brakes will be acted on
35 whether the cars are drawn apart on an ascending grade or close together on a descending grade. At the top of the brake
40 wheel is a clutch which when thrown up, the brake is opened or closed in the usual way.

I do not claim the use of springs or weights to operate the brakes of a car nor do I claim the use of a cord or its equivalent to act upon such springs or weights or
45 directly upon the brakes neither do I claim the use of a cord for the purpose of transmitting signals, but

What I do claim and desire to secure by
50 Letters Patent is—

The above described method of attaching the lines that operate the springs or weights to the signal line so that the engineer may be able to close all the brakes by said line
55 while the same line may be used for transmitting signals from the rear of the train to the engineer without operating the brakes.

WILLIAM G. CREAMER.

Signed in presence of—
LUCIUS G. PEEK,
EDWARD F. CAIN.