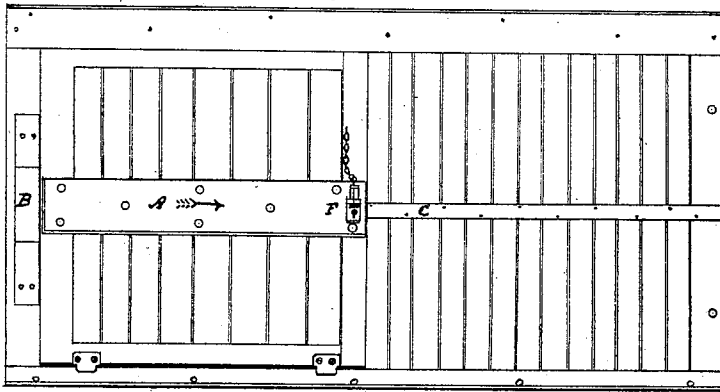


**W. S. BREWSTER.**  
**Locks for Freight Car-Doors.**

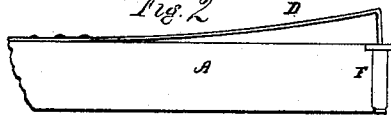
No. 135,402.

Patented Feb. 4, 1873.

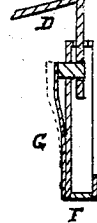
*Fig. 1*



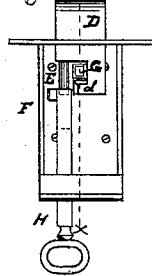
*Fig. 2*



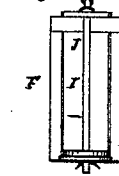
*Fig. 3*



*Fig. 4*



*Fig. 5*



Witnesses

*W. H. Brown*  
*F. A. Haring*

Inventor

*William S. Brewster*  
*By Girdley & Warner*  
*attys*

# UNITED STATES PATENT OFFICE.

WILLIAM S. BREWSTER, OF CHICAGO, ILLINOIS.

## IMPROVEMENT IN LOCKS FOR FREIGHT-CAR DOORS.

Specification forming part of Letters Patent No. 135,402, dated February 4, 1873.

*To all whom it may concern:*

Be it known that I, WILLIAM S. BREWSTER, of Chicago, in the county of Cook and State of Illinois, have invented certain new and useful Improvements in Door-Locks for Railway Freight-Cars, of which the following is a full, clear, and exact description, which will enable others skilled in the art to which my invention appertains to make and use the same, reference being had to the accompanying drawing forming a part of this specification, and in which—

Figure 1 represents a side elevation of a railway freight-car door provided with my improved lock; Fig. 2, a top view of the lock attached to the door; Fig. 3, a vertical central section of the lock when the same is in the position represented in Fig. 2, and in the plane of the line *xx* in Fig. 4; Fig. 4, an end view of the lock and key, the end of the case being removed; and Fig. 5, a front view of the sealing device.

The object of my invention is to make a lock particularly adapted to railway freight-car doors; and to that end it consists of a spring-catch applied to one of the car-doors, and provided with a key-post and one or more wards, in combination with a spring which engages the spring-catch so as to prevent the latter from being operated except by means of a key, and so that the door may be unlocked by means of the engagement of a key with the ward or wards upon the spring-catch. It also consists of a sliding plate and perforated pin arranged upon the case, so as to admit of the key-hole being covered by the sliding plate, and of the latter being then sealed.

In the drawing, A represents a sliding door, which slides in the direction indicated by the arrow; and B is a stop which limits its movement in the opposite direction. C is preferably a metallic strip upon the side of the car. D is a spring-catch, one end of which is rigidly attached to the car-door. The free end of the catch D is bent at right angles, or nearly so, and plays in a slot in the door, and its natural position is such that the shoulder thus formed will strike the end of the piece

C when the door is shut, and prevent it from being opened so long as the catch is in its natural position. The bent part of the catch D is provided with the key-post E and cut away in the manner shown in Figs. 3 and 4, forming a ward, *d*. F is a case fitted into the slot of the door, and G is a spring attached to the case and engaging the free end of the catch, so as to lock the latter in the position shown. H is the key made to fit the post E and provided with a bit, such that, by turning the key in the proper direction, the spring G will be displaced from its engagement with the catch, and the bit engage the ward *d*, so that the catch may be drawn from its engagement with the piece C and the door opened. By closing the door the catch and spring G resume their former position. I employ the spring G for the purpose of preventing the door from being readily unlocked except by the key, and, in order to further prevent the lock from being picked, the edges of the ward *d* may be beveled off in the manner shown, and the catch may be provided with two or more wards, *d*.

I deem it preferable to employ the metallic strip C for the purpose of forming a stop for the catch, and a continuous way for it to ride on as the door is drawn back and forth; but neither the continuous metallic strip C nor the beveled edge of the ward or wards *d* are essential to my invention.

All the parts should work as closely as possible in the case, so as to more effectually prevent the lock from being picked. I is a slide arranged over the key-hole. J is a pin passing through projections on the case and slide. The lower end of this pin is perforated, and a small wire is passed through the perforation. The object of this perforated pin is to admit of the lock being sealed by means of wax affixed over the wire in the perforation.

I have here described my improved lock in connection with a railway freight-car door, but it is obvious that it may be employed for various other purposes, and I do not intend to limit myself to the application of it to the use here shown.

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

1. In combination with the spring-catch D provided with the post E, or its equivalent, and one or more wards *d* arranged as described, the spring G engaging the catch, substantially as and for the purpose specified.

2. The sliding plate I and perforated pin J arranged upon the case F so as to cover the key-hole and admit of being sealed, substantially as specified.

WILLIAM S. BREWSTER.

Witnesses:

N. C. GRIDLEY,  
F. F. WARNER.