

No. 768,879.

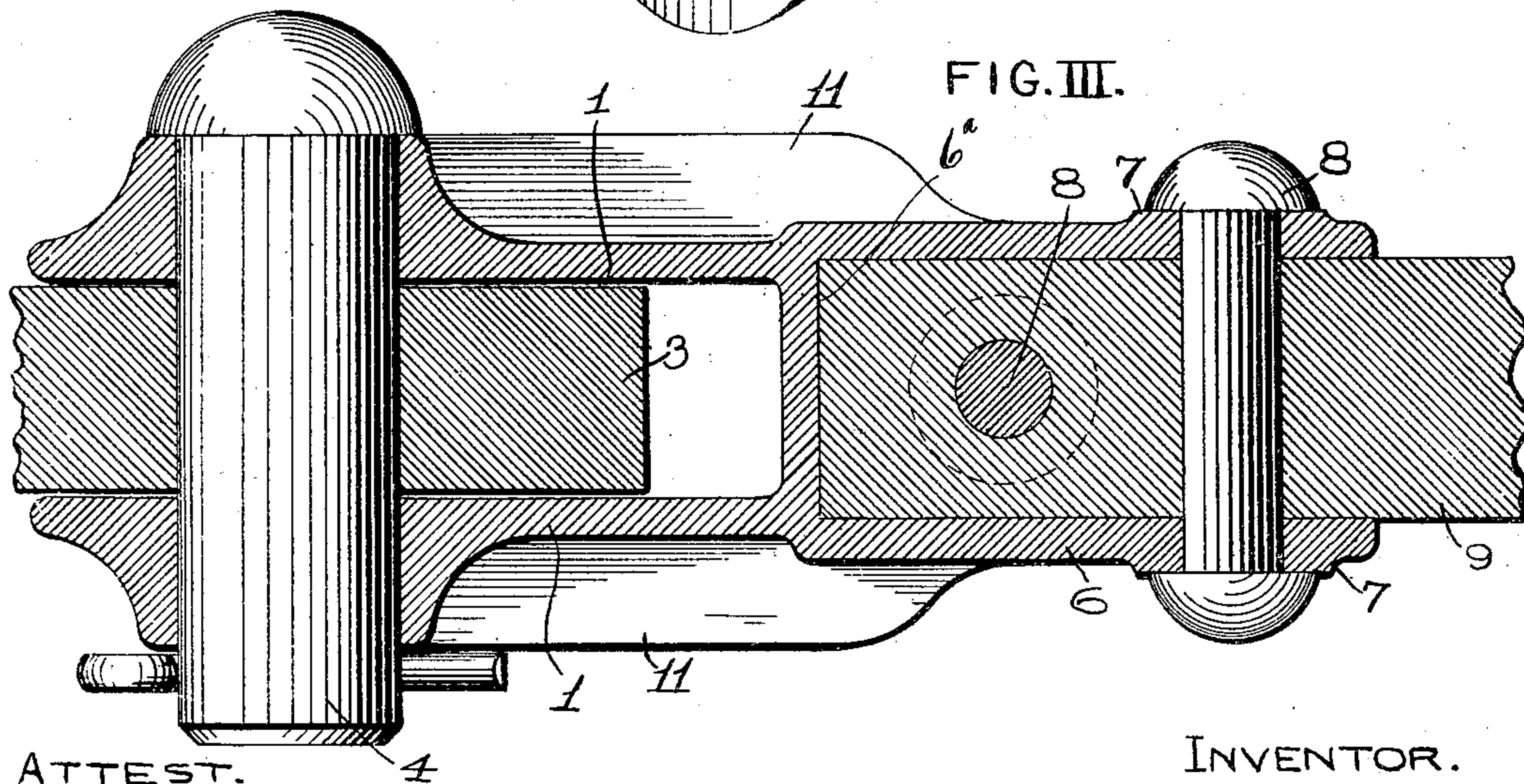
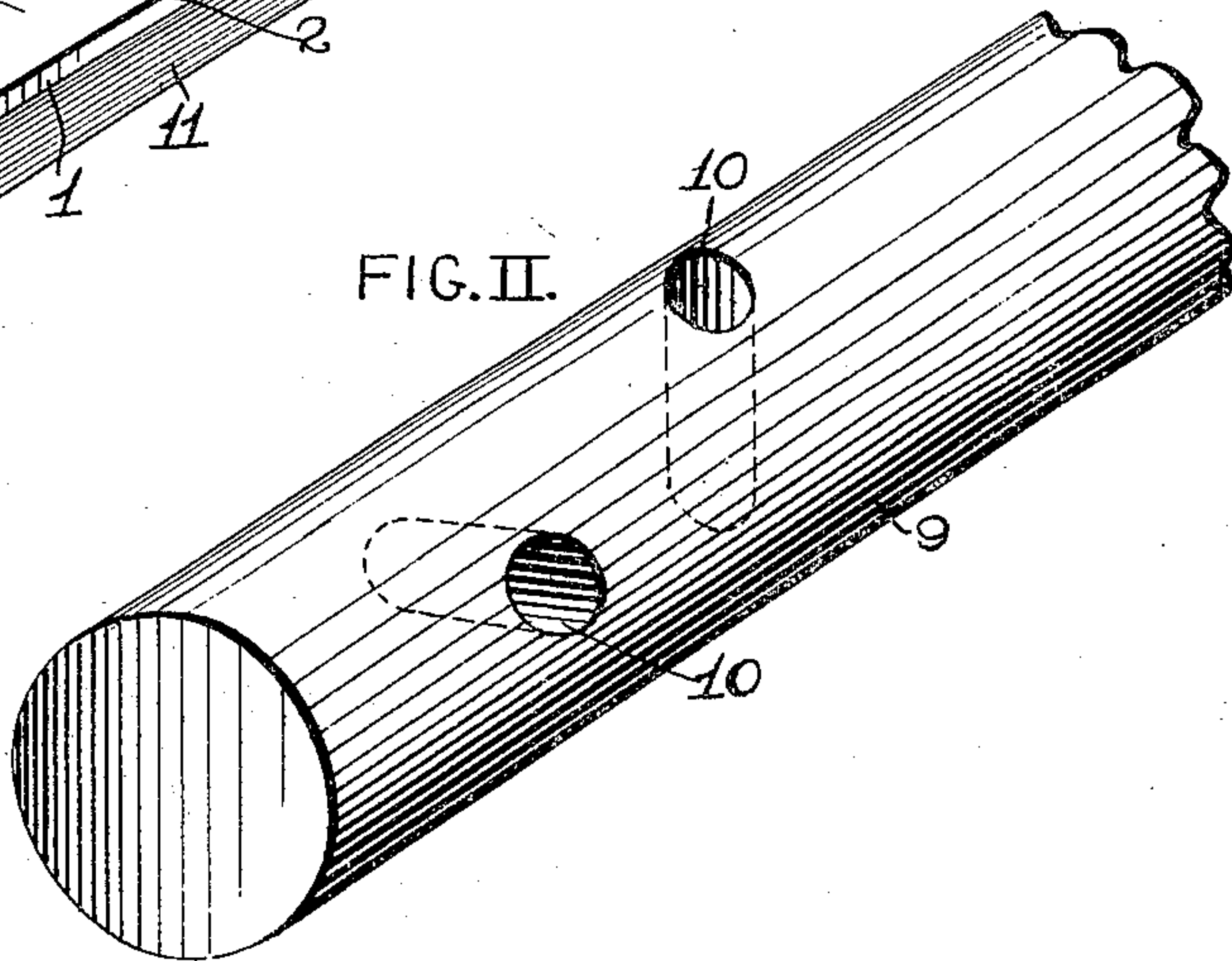
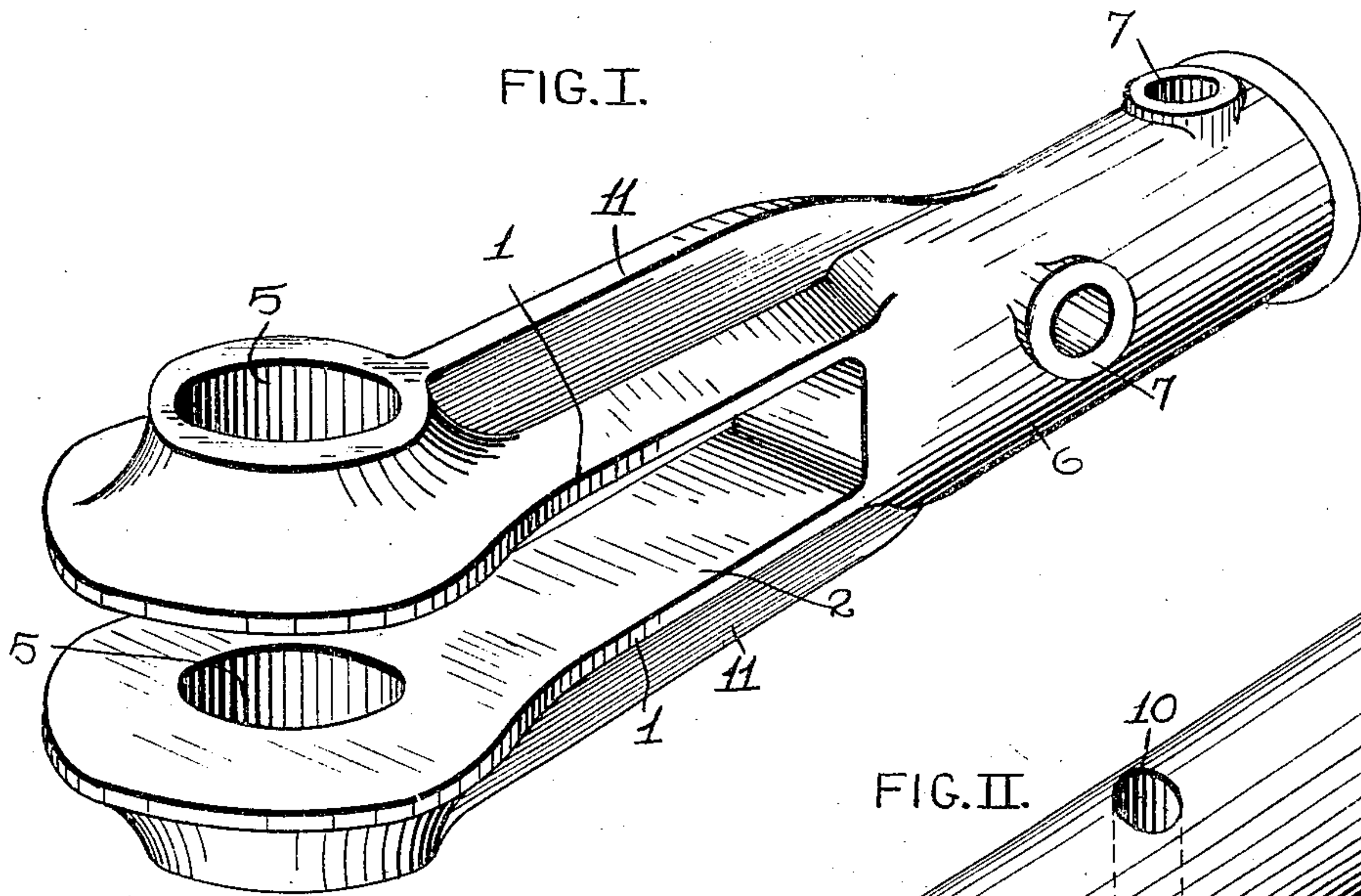
PATENTED AUG. 30, 1904.

A. LIPSCHUTZ.

BRAKE JAW FOR CAR BRAKE RODS.

APPLICATION FILED MAY 7, 1904.

NO MODEL.



ATTEST.

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# UNITED STATES PATENT OFFICE.

ARTHUR LIPSCHUTZ, OF ST. LOUIS, MISSOURI.

## BRAKE-JAW FOR CAR BRAKE-RODS.

SPECIFICATION forming part of Letters Patent No. 768,879, dated August 30, 1904.

Application filed May 7, 1904. Serial No. 206,838. (No model.)

*To all whom it may concern:*

Be it known that I, ARTHUR LIPSCHUTZ, a citizen of the United States, residing in the city of St. Louis, in the State of Missouri, have  
5 invented certain new and useful Improvements in Brake-Jaws for Car Brake-Rods, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming part of this specification.

10 My invention relates to jaws applied to the operating-rods of car-brakes to receive the brake-levers, the jaw in the present improvement being one of a nature particularly suitable for use upon brake-rods that are operated  
15 by pushing action as distinguished from brake-rods that are operated by pulling action.

Figure I is a perspective view of my brake-rod jaw. Fig. II is a perspective view of one end of a brake-rod to which my jaw is applied.

20 Fig. III is a longitudinal section taken through the brake-rod and jaw in assembled condition.

1 designates the fork-arms of my brake-rod jaw, which are separated to furnish a longitudinal slot 2 between them to receive a brake-  
25 lever 3, as seen in Fig. III, which is secured to the arms by a pin 4, that extends through pin-holes 5 in said arms. The fork-arms 1 have integral therewith a socket 6, the inner end of which terminates in a transverse seat  
30 6<sup>a</sup>, that constitutes the base of the socket. In the socket 6 are rivet or bolt holes 7. These rivet or bolt holes may be disposed at angles to each other through the socket, as illustrated, or may extend in parallel lines.

35 8 designates rivets or bolts that pass through the holes 7.

9 designates one end of a brake-rod that seats in the socket 6. This rod may be provided with transverse rivets or bolt holes 10  
40 to receive the rivets or bolts 8, that extend through the socket 6 and serve to confine the brake-rod in said socket.

As the brake-rod with which my jaw is used is a push-rod there is no absolute necessity for the use of the rivets or bolts 8 to connect 45 the jaw-socket to the brake-rod, and I therefore desire not to be limited to the use of such rivets or bolts for securing the members referred to to each other, it being understood that by providing the jaw with a socket hav- 50 ing the transverse seat 6<sup>a</sup> to receive the brake-rod and there being no forward pull exerted upon the jaw the connection between the members may be absent.

11 designates reinforcing-ribs extending 55 longitudinally of the fork-arms 1 and the forward portion of the socket 6, that serve to strengthen the fork-arms and their connection with said socket in order that greater strain may be resisted by the jaws than would 60 be possible in the absence of these ribs.

I claim as my invention—

1. A brake-jaw for car brake-rods consisting of a pair of fork-arms, and a rod-receiving socket having a transverse seat at its in- 65 ner end, substantially as set forth.

2. A brake-jaw for car brake-rods consisting of a pair of fork-arms, a rod-receiving socket having a transverse seat at its inner end, and means for securing a rod in said 70 socket, substantially as set forth.

3. The combination of a brake-jaw having a pair of fork-arms, a socket having a transverse seat at its inner end and extending from said arms and provided with rivet or bolt 75 holes, and a brake-rod adapted to be seated in said socket and provided with rivet or bolt holes to receive rivets or bolts passed through said socket, substantially as set forth.

ARTHUR LIPSCHUTZ.

In presence of—

NELLIE V. ALEXANDER,  
BLANCHE HOGAN.