

No. 834,727.

PATENTED OCT. 30, 1906.

L. A. HOERR.  
BRAKE ROD JAW.  
APPLICATION FILED AUG. 6, 1906.

Fig. 1.

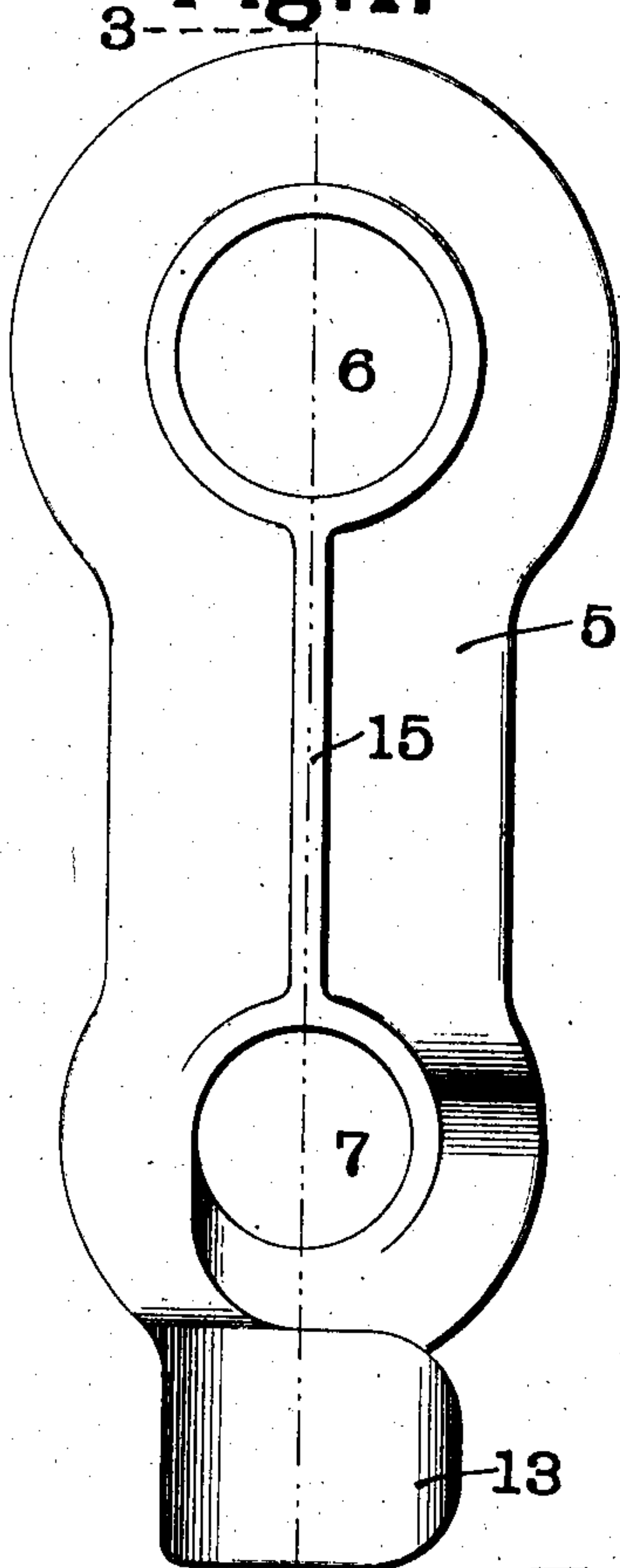


Fig. 2.

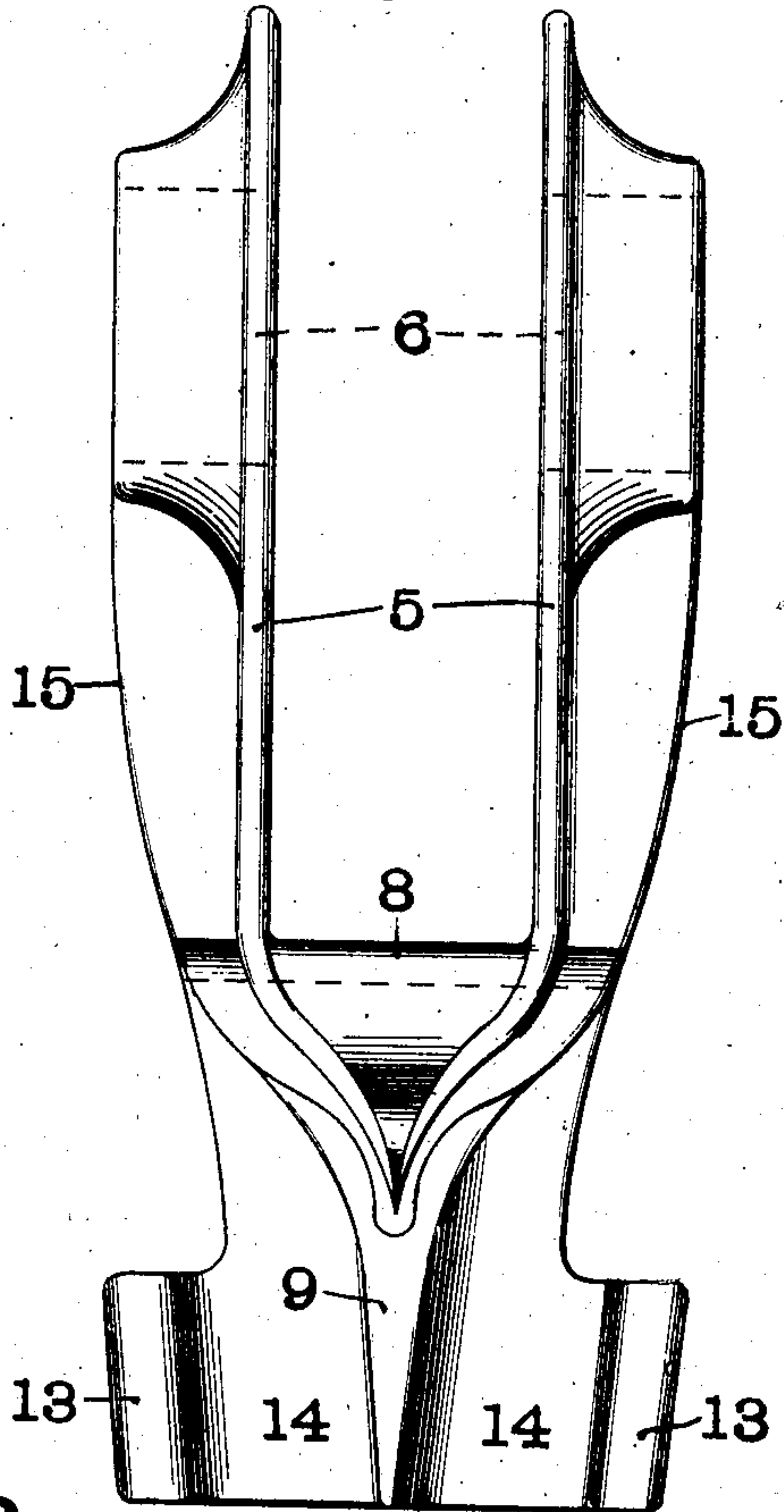
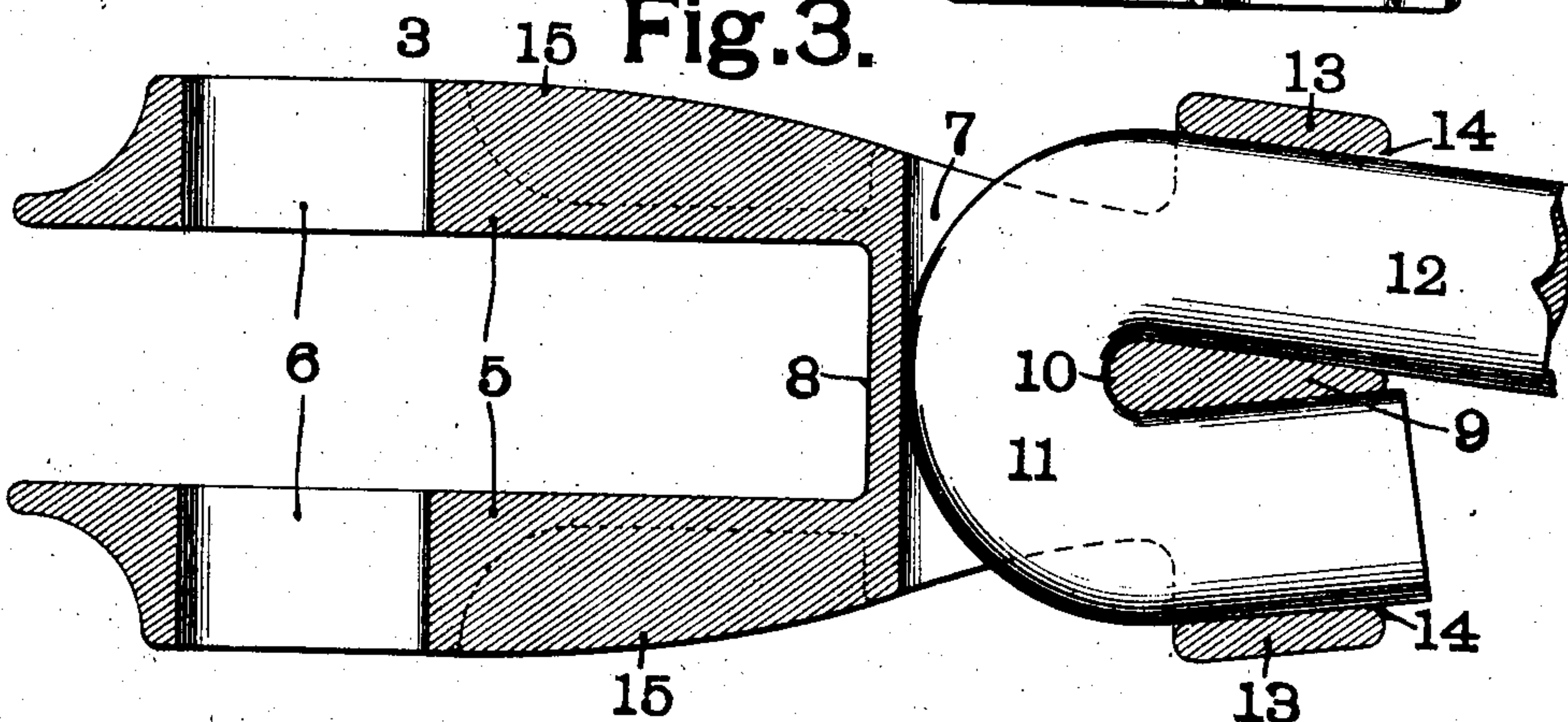


Fig. 3.



WITNESSES:

*S. S. Stout.*  
*W. A. Alexander*

INVENTOR

L. A. Hoerr.

BY

*Forster & Byrson*  
ATTORNEYS



# UNITED STATES PATENT OFFICE.

LOUIS A. HOERR, OF ST. LOUIS, MISSOURI.

## BRAKE-ROD JAW.

No. 834,727.

Specification of Letters Patent.

Patented Oct. 30, 1906.

Application filed August 6, 1906. Serial No. 329,369.

*To all whom it may concern:*

Be it known that I, LOUIS A. HOERR, a citizen of the United States, residing at the city of St. Louis, in the State of Missouri, have invented a certain new and useful Brake-Rod Jaw, of which the following is such a full, clear, and exact description as will enable any one skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

My invention relates to a brake-rod jaw such as is secured to a lower brake-rod by means of a loop in the end of said rod and which is adapted to embrace and be pivoted to a brake-lever.

The object of my invention is to provide a jaw of the class referred to which will be easily manufactured and to which the brake-rod may be easily attached and at the same time to so construct the jaw that a direct central pull of the rod may be obtained without any appreciable bend of the rod at the point where it emerges from the jaw.

In the accompanying drawings, which illustrate one form of jaw made in accordance with my invention, Figure 1 is a side elevation. Fig. 2 is a top plan view, and Fig. 3 is a section on the line 3-3 of Fig. 1, a portion of the brake-rod being also shown.

Like marks of reference refer to similar parts in the several views of the drawings.

6 represents the parallel arms of the jaw, said arms being adapted to embrace a brake-lever and to be pivoted thereto by means of a pin passing through openings 6 in the said arms. Formed in the shank of the jaw at the rear of the arms 6 is a transverse opening 7 for the passage of the loop of the brake-rod.

The forward wall 8 of this opening 7 forms an abutment at the loop of the rod. At the rear of the transverse passage 7 is a wedge-shaped web 9, preferably having a rounded forward face 10, as shown in Fig. 3. This web 9 is surrounded by the loop 11 of the brake-rod 12. 13 represents lugs, both projecting in the same direction, as shown in the drawings, and inclined so as to form, together with the web 9, a pair of converging passages 14 for the sides of the loop 11. The arms 5 are preferably reinforced by strengthening-ribs 15 in the usual manner.

In securing my jaw to the brake-rod the loop 11 is first formed or partially formed in the rod 12. Owing to the shape of the loop

11 the rod is readily bent cold to form the loop. After the loop is formed or partially formed it is passed through the transverse passage 7, the body 12 of the rod being inclined, so as to prevent contact with the lugs 13. After the loop is passed through the passage 7 the body of the rod 12 may be swung down in the plane of the arms 5, so as to bring the sides of the loop 11 into the passages 14, as indicated in Fig. 3. The lugs 13 prevent lateral movement of the rod 12 and also prevent the spreading of the loop 11.

On account of the lugs 13 both projecting in the same direction the jaw is easily cast, and this disposition of the lugs also enables the easy attachment of the rod 12 and detachment thereof from the jaw. The converging form of the passages 14 also enables the rod 12 to exert a direct central pull on the jaw without any appreciable bend in the rod at the point where it emerges from the jaw.

Having fully described my invention, what I claim as new, and desire to secure by Letters Patent of the United States, is—

1. A brake-rod jaw adapted to receive a brake-lever and be pivoted thereto, said jaw having a wedge-shaped web adapted to be embraced by the loop of the brake-rod.

2. A brake-rod jaw adapted to receive a brake-lever and be pivoted thereto, said jaw having converging passages for the rod.

3. A brake-rod jaw adapted to receive a brake-lever and be pivoted thereto, said jaw having a wedge-shaped web, and a pair of lugs forming with said web converging passages for the brake-rod.

4. A brake-rod jaw adapted to receive a brake-lever and be pivoted thereto, said jaw having a web, and a pair of lugs extending in the same direction and forming with said web a pair of passages for the brake-rod.

5. A brake-rod jaw adapted to receive a brake-lever and be pivoted thereto, said jaw having a wedge-shaped web, and a pair of lugs extending in the same direction and forming with said web converging passages for the brake-rod.

In testimony whereof I have hereunto set my hand and affixed my seal in the presence of the two subscribing witnesses.

LOUIS A. HOERR. [L. s.]

Witnesses:

W. A. ALEXANDER,  
BENNETTE PIKE.