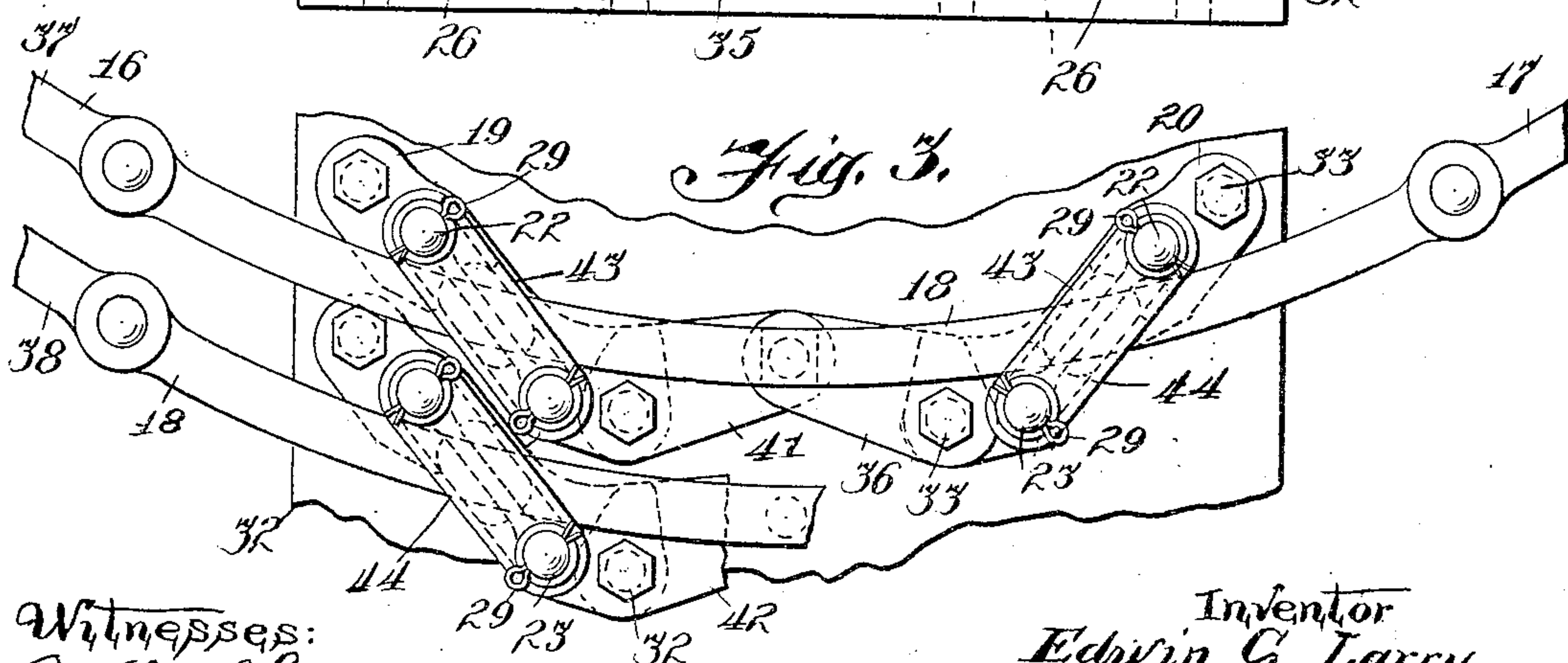
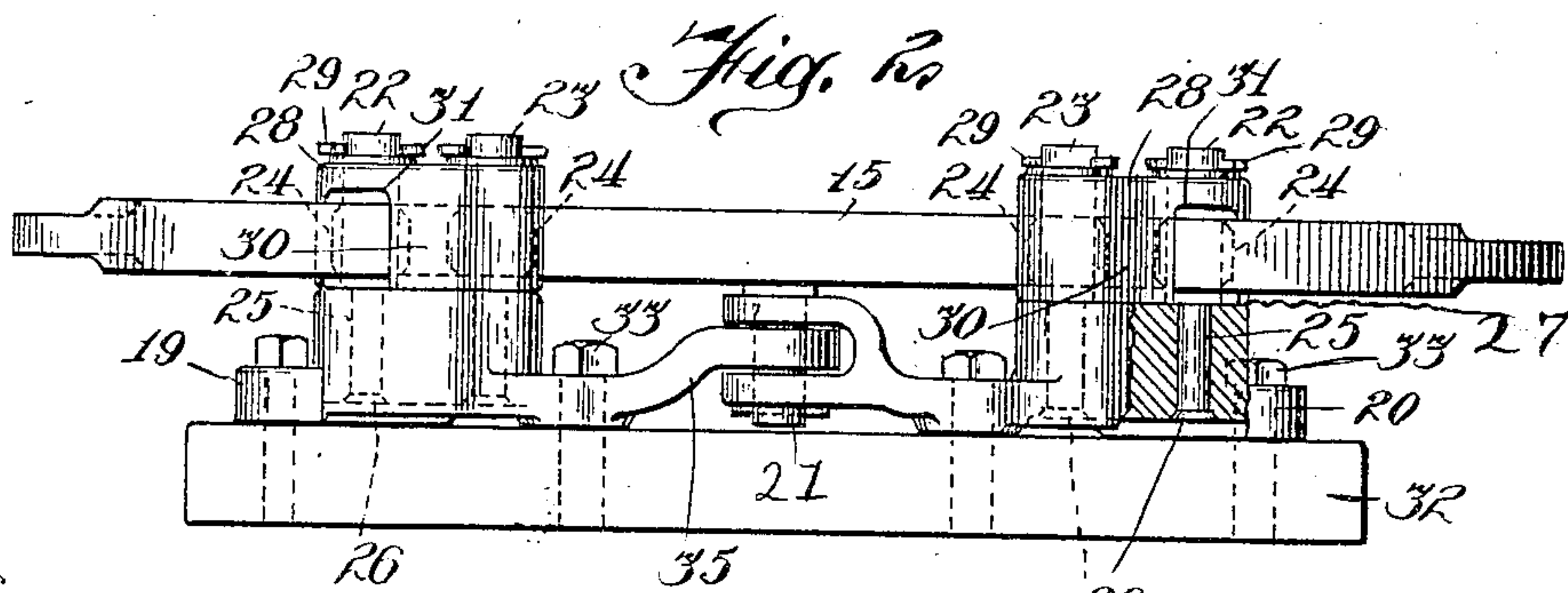
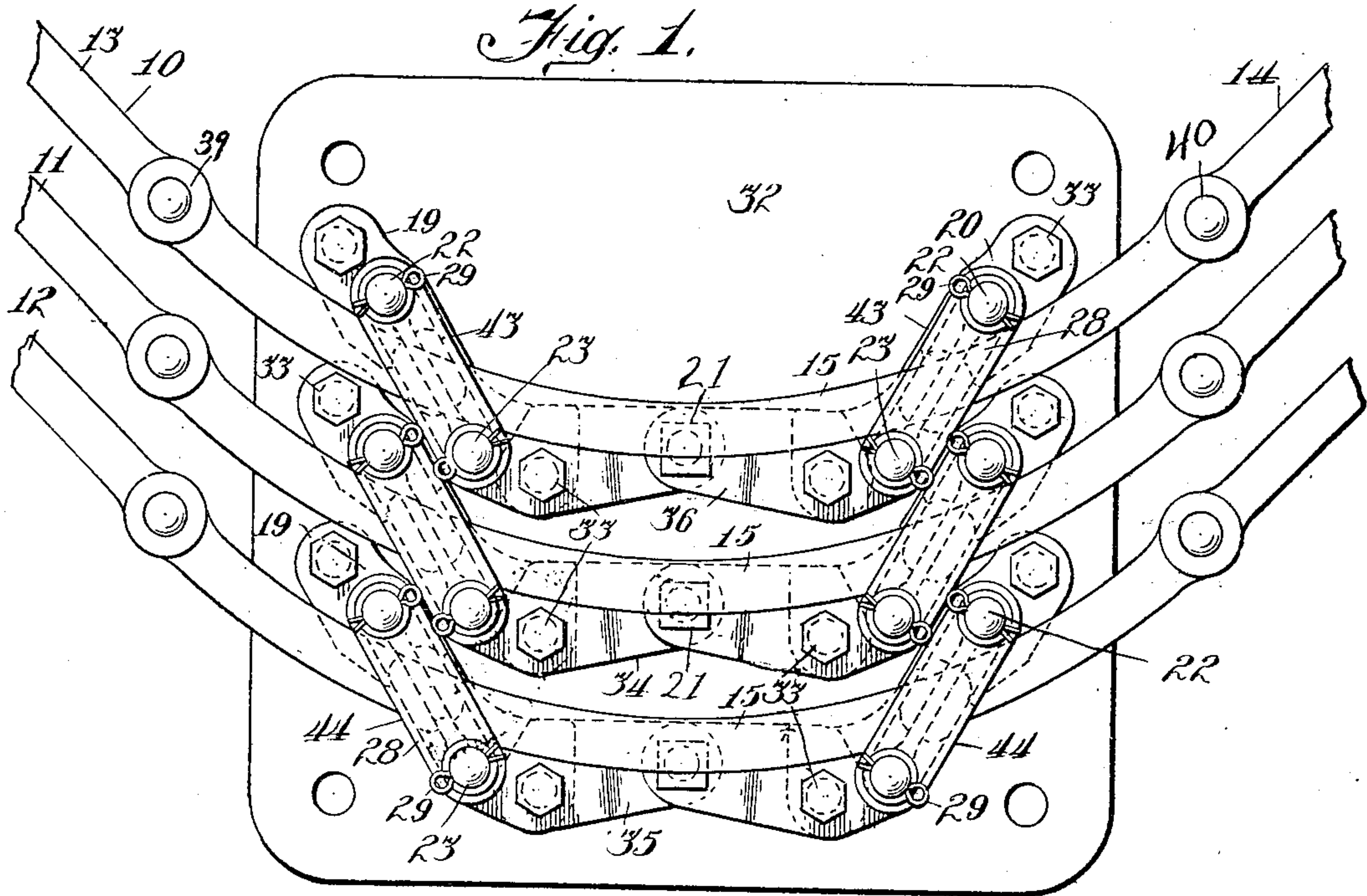


E. C. LARRY.  
ADJUSTABLE STAND FOR DEFLECTING BARS.  
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962,849.

Patented June 28, 1910.



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# UNITED STATES PATENT OFFICE.

EDWIN C. LARRY, OF HARVEY, ILLINOIS.

ADJUSTABLE STAND FOR DEFLECTING-BARS.

962,849.

Specification of Letters Patent. Patented June 28, 1910.

Application filed January 20, 1910. Serial No. 539,123.

*To all whom it may concern:*

Be it known that I, EDWIN C. LARRY, a citizen of the United States, and resident of Harvey, county of Cook, and State of Illinois, have invented certain new and useful Improvements in Adjustable Stands for Deflecting-Bars, of which the following is a specification, and which are illustrated in the accompanying drawings, forming a part thereof.

The invention relates to railway switch and signal appliances, and more specifically to means for supporting and guiding curved bars, termed deflecting bars, such as are employed for changing the direction of the rods and pipes used for operating switches and signals by mechanical movement.

The object of the invention is to provide a supporting stand of the kind described which may be adjusted to receive deflecting bars of different curvature.

The invention is exemplified in the structure to be hereinafter described and illustrated in the accompanying drawings, in which—

Figure 1 is a plan view of railway track equipment showing a plurality of stands embodying the features of improvement provided by the invention; Fig. 2 is a side elevation of the apparatus illustrated in Fig. 1; and Fig. 3 is similar to Fig. 1, but shows the parts differently adjusted.

A series of rods such as are employed in railway track equipment for operating switches and signals by mechanical movement, is illustrated in Fig. 1 of the drawings, at 10, 11, 12, and in Fig. 3 at 37, 38. As shown in Fig. 1, these rods are formed in sections 13, 14, and are deflected through a considerable angle by interposing between the sections 13, 14 of each rod, a curved bar 15 having its ends connected to the sections 13, 14, by pivots 39, 40. In Fig. 3 of the drawings, the rods 37, 38 are shown as being formed in sections 16, 17 and as being deflected through a less angle than are the rods 10, 11, 12, illustrated in Fig. 1, by interposing between the sections 16, 17, a deflecting bar 18 of less curvature than the deflecting bar 15.

In carrying out the invention, a jointed stand adapted to serve as a support and guide for deflecting bars, and which may be adjusted to receive bars of different

curvature, as the bars 15, 18, is provided. As shown in Fig. 1 of the drawings these stands are generally designated by the numerals 34, 35, 36. Similar stands, differently adjusted, are shown in Fig. 3 at 41, 42. Each of the stands 34, 35, 36, and 41, 42, comprises a pair of base members 19, 20 connected by a bolt 21. For guidingly supporting the deflecting bars, as 15, 18, each of the base members 19, 20 carries a pair of studs, 22, 23, upon which are mounted roller bearings as 24, adapted to engage the deflecting bars upon opposite sides. The studs 22, 23 are most conveniently mounted in the base members, as 19, 20, as by being provided with a reduced end 25 (Fig. 2) adapted to enter an aperture in the corresponding base member and to be headed over below the base, as at 26, whereby the base member is gripped between the head 26 and a shoulder 27 formed on the stud. Preferably, caps, as 28, are applied to the studs 22, 23, above the roller bearings 24, and are secured in place thereon by cotter pins 29. As shown, the caps 28 for the studs 22, 23 mounted on each of the base members 19, 20, are formed integral, and this integral cap structure is provided with depending flanges 30, which substantially cover the roller bearings 24, and are notched between the said bearings, as shown at 31 (Fig. 2) to receive the deflecting bar, as 15.

In erecting the stands for use upon a railway track, the base members 19, 20 are turned upon the pivot 21 to the required relative position to receive a deflecting bar 15, 18 of the desired curvature and are then permanently secured to the track, as by being fastened to a bed plate 32 by bolts 33. Most desirably each of the base members 19, 20 is of angular shape and has parallel bearing surfaces 43, 44 upon opposite sides. When so formed a plurality of stands may be mounted upon a common bed plate 32,—additional stands, as 34, 35 being properly positioned, when one stand, as 36, has been secured to the bed plate, by simply laying them upon the bed plate with their bearing surfaces, as 43, in contact with the bearing surfaces 44 of the base members 19, 20 of the stand already secured in place. By reason of the fact that the bearing surfaces 43, 44 of each of the base members 19, 20 are parallel, each stand, when fitted to an adja-

cent one in the manner just described, will be thereby properly adjusted to receive a deflecting bar of the same curvature.

I claim as my invention:—

- 5 1. A deflecting bar stand comprising in combination a pair of pivotally united base members, and a pair of cooperating guide bearings for a curved deflecting bar mounted on each of the base members.
- 10 2. A stand for deflecting bars comprising in combination a plurality of like pairs of relatively adjustable base members, each of such members being of angular shape and having parallel bearing surfaces upon op-  
15 posite sides for contacting with corresponding members of adjacent pairs, and a pair

of cooperating guide bearings for a curved deflecting bar mounted on each of such members.

3. A stand for deflecting bars comprising 20 in combination a plurality of like pairs of pivotally united base members, each of such members being of angular shape and having parallel bearing surfaces upon opposite sides for contacting with corresponding members 25 of adjacent pairs, and a pair of cooperating guide bearings for a curved deflecting bar mounted on each of such members.

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