

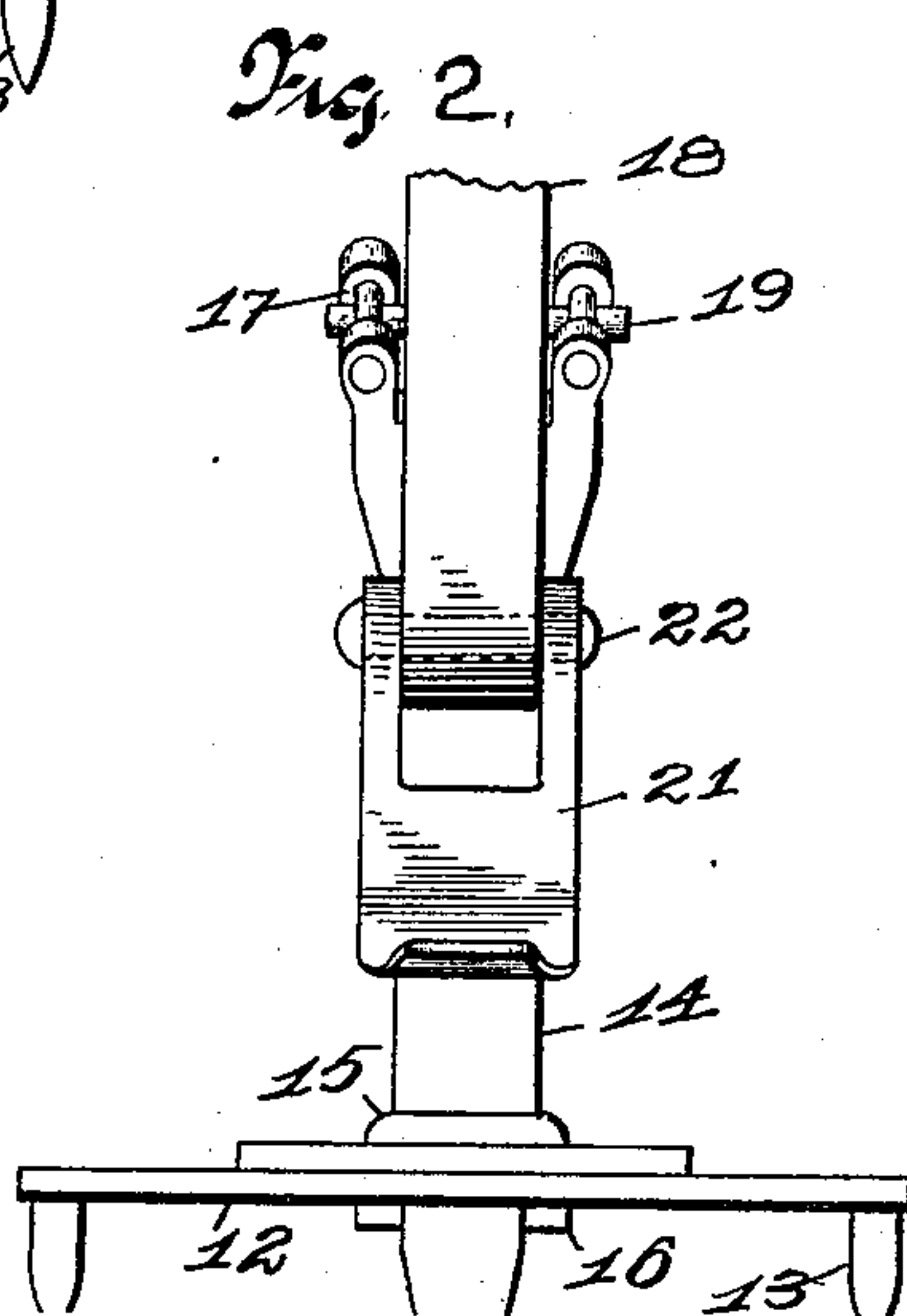
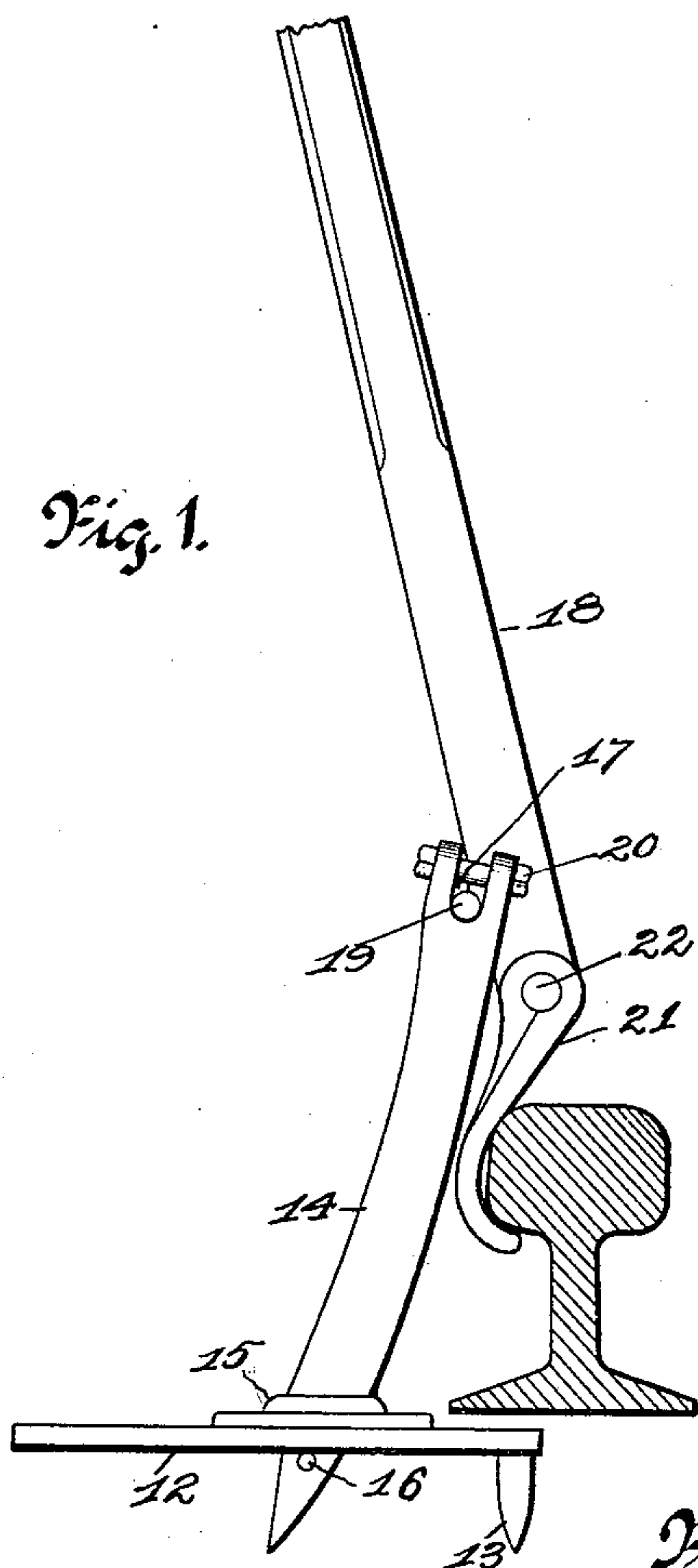
No. 680,333.

Patented Aug. 13, 1901.

F. H. KOELLING.  
ALINING BAR FOR RAILWAY TRACKS.

(Application filed Mar. 29, 1901.)

(No Model.)



Witnesses  
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# UNITED STATES PATENT OFFICE.

FRITZ H. KOELLING, OF AUGUSTA, MISSOURI.

## ALINING-BAR FOR RAILWAY-TRACKS.

SPECIFICATION forming part of Letters Patent No. 680,333, dated August 13, 1901.

Application filed March 29, 1901. Serial No. 53,469. (No model.)

*To all whom it may concern:*

Be it known that I, FRITZ H. KOELLING, of the city of Augusta, St. Charles county, State of Missouri, have invented certain new and  
5 useful Improvements in Alining-Bars for Railway-Tracks, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, forming a part hereof.

10 This invention relates to alining-bars for railway-tracks; and it consists of the novel construction, combination, and arrangement of parts hereinafter shown, described, and claimed.

15 The object of this invention is to provide an alining-bar adapted to be supported adjacent to the rails forming the track and provided with a hook for engaging under the heads of the rails, whereby they may be raised  
20 and moved to proper alinement.

Figure 1 is a view showing the application of the alining-bar. Fig. 2 is a view showing the connection of the different parts comprising the bar.

25 12 indicates a base-plate adapted to rest upon the surface of the earth or ballast, and the said base-plate is provided with projections 13 on its underside, which engage in the earth or ballast and prevent the base-plate  
30 from sliding over the surface when the bar is operated. An arm 14 projects through an opening in the center of the base-plate 12 and is provided with an integral shoulder 15, which upholds it in the required position. A  
35 pin 16 is located within an opening in the arm 14 below the base-plate 12, so that the said arm may be engaged to carry the parts without their becoming separated. The upper end of the arm 14 is bifurcated, and in each  
40 of the forks is formed a vertical slot 17. The bar 18 is provided near its lower end with the lateral projections 19, which have bearing within the said slots 17 and are retained therein by the bolts 20. A hook 21 is hinged  
45 or pivoted to the lower end of the bar 18 by means of a bolt or pin 22, and the said hook hangs downwardly, as shown, and is designed

to engage under the head of the rail when in operation, as shown in Fig. 1. When in this position and the upper end of the bar 18 is low- 50  
ered, the hook 21 is raised and moves in an arc of a circle, and thereby both raises the rail with which it is engaged and pulls it to the right.

I have shown and described a bar which is 55 especially adapted to be used in connection with the left-hand rail of the track, and in a copending application, Serial No. 61,991, I have described another form of alining-bar constructed especially to be used with my im- 60  
proved alining-bar herein described.

I claim—

1. An alining-bar, consisting of a suitable bar, an inclined support for upholding the bar and a hook pivotally carried by the bar for 65  
engaging under the head of the rail, substantially as specified.

2. An alining-bar consisting of a base-plate, an inclined support removably carried thereby, a bar pivotally supported by said support, 70  
and a hook hinged to said bar for engaging under the head of the rail.

3. An alining-bar, consisting of a base-plate adapted to rest upon the earth or ballast, an inclined support carried thereby and extend- 75  
ing above the rail, a bar pivotally supported by said support, means for retaining said bar in position, and a hook hinged to said bar for engaging under the head of the rail.

4. An alining-bar, consisting of the base 80 adapted to rest upon the earth or ballast and having the projections 13 on the under side thereof, an inclined arm 14 removably carried by said plate and extending above the rail, a bar 18 pivotally carried by said arm, and a 85  
hook 21 hinged to the lower end of the said bar 18 and adapted to engage under the head of the rail, substantially as specified.

In testimony whereof I affix my signature in presence of two witnesses.

FRITZ H. KOELLING.

Witnesses:

WM. KNOERNSCHILD,  
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