

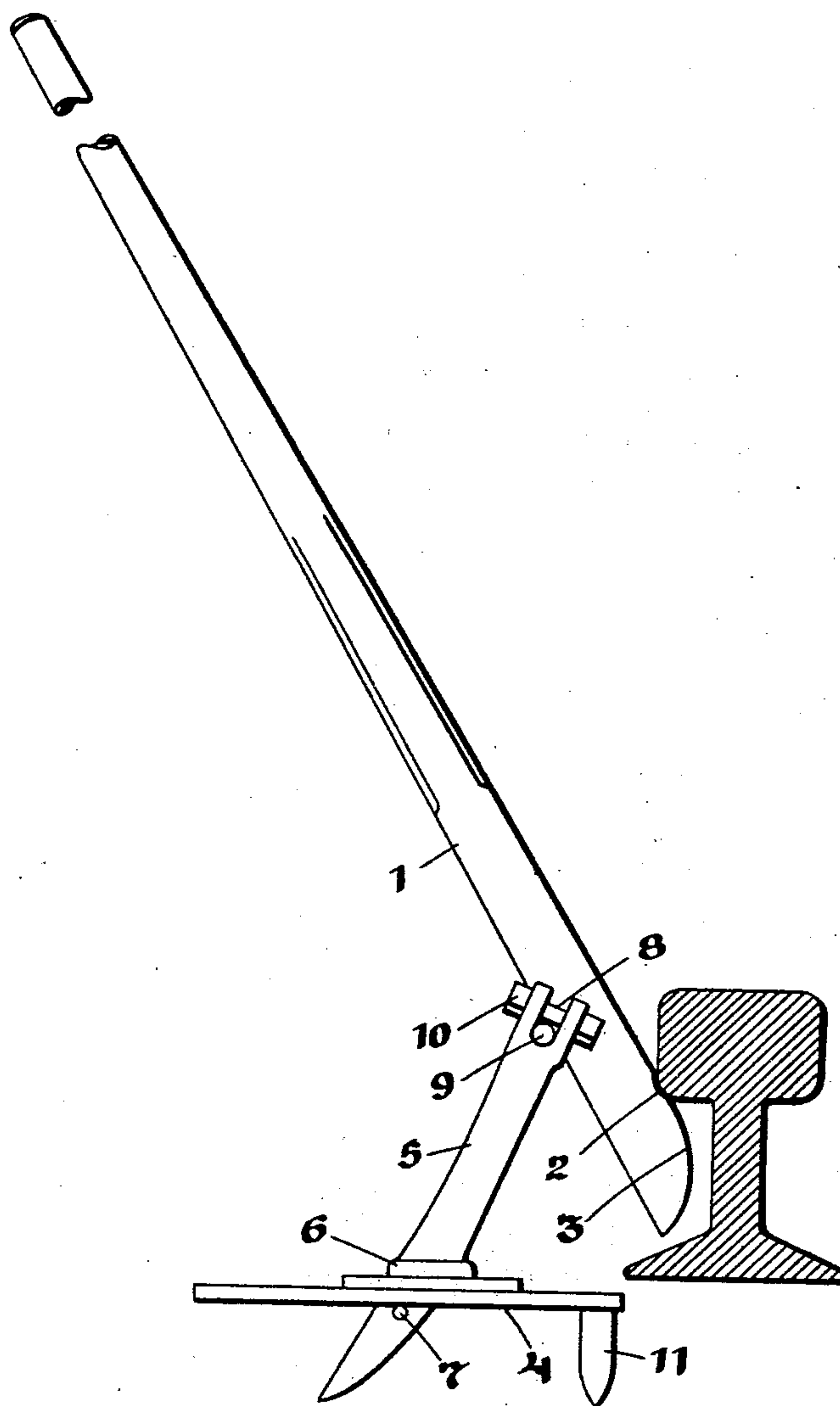
No. 684,268.

Patented Oct. 8, 1901.

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

(Application filed May 27, 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. 684,268, dated October 8, 1901.

Application filed May 27, 1901. Serial No. 61,991. (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 drawing, 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 consisting of a support mounted upon a suitable base and a bar pivotally carried by the support and provided on its lower end with a cam-surface adapted to en-  
20 gage under the head of the rail to raise and push the rail into position.

The drawing shows my complete invention.

As shown in the drawing, the right-hand bar 1 is provided adjacent to its lower end  
25 with a notch 2, which forms a sort of cam-surface 3, adapted to engage under the head of the rail, as shown.

4 indicates a base-plate adapted to rest upon the surface of the earth or ballast and to sup-  
30 port the arm 5, which carries the bar 1. Said arm 5 projects through an opening in the center of the base-plate 4 and is provided with an integral shoulder 6, which upholds it in the required position. The pin 7 is located  
35 within the opening in the arm 5 below the base-plate 4, so that the said arm may be engaged to carry the parts without their becoming separated. The upper end of the arm 5 is bifurcated, and in each of the forks is  
40 formed a vertical slot 8. The laterally-extending lugs 9 are integral with the bar 1 and bear within the slots 8, thereby pivotally supporting the bar 1 and forming a fulcrum, so that as the upper end of the said bar is low-  
45 ered the lower end will be raised and at the same time raise and push away the rail because of the cam-surface 3. Bolts 10 are made use of to retain the bar in position upon its support, and the said bolts are passed through  
50 openings in the forks above the lugs 9, there-

by preventing them from being raised out of the slots 8, in which they rest when in use.

The projections 11, rigid with the under side of the base-plate 4, engage in the earth or bal-  
last and prevent the base-plate from sliding 55 over the surface when the bar is operated. The arm 5 also extends a suitable distance below the base-plate and assists in retaining it in the required position.

By the use of my improved alining-bars 60 the track may be easily and readily moved to proper position. The parts may be readily separated from each other and carried around from place to place.

I claim—

1. A device for alining railway-tracks, con-  
sisting of an arm adapted to be located ad-  
jacent to a rail which is to be moved, the said  
arm being inclined toward the rail, and a bar  
supported by said arm and provided with a  
70 notch near its lower end which is adapted to receive one corner of the head of the rail, substantially as specified.

2. A device for alining railway-tracks, con-  
sisting of an arm adapted to be located ad- 75  
jacent to a rail which is to be moved, the said arm being inclined toward the rail, a bar supported by said arm and provided with a notch near its lower end which is adapted to receive  
80 one corner of the head of the rail, and a cam-surface extending from said notch around the end of the rail for the purpose described, substantially as specified.

3. An alining-bar consisting of a base-plate adapted to rest upon the earth or ballast and 85  
having projections to prevent sliding, an inclined arm carried by said base-plate, a bar pivotally supported by said arm and having a notch formed near its lower end adapted to receive the head of the rail and a cam-surface 90  
extending from the said notch to the end of the bar over which head of the rail is adapted to slide when raised by the operation of the bar, substantially as specified.

In testimony whereof I affix my signature 95  
in presence of two witnesses.

FRITZ H. KOELLING.

Witnesses:

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