

(No Model.)

W. H. MURDOCH.

CAR RETRACKER.

No. 370,402.

Patented Sept. 27, 1887.

Fig. 1.

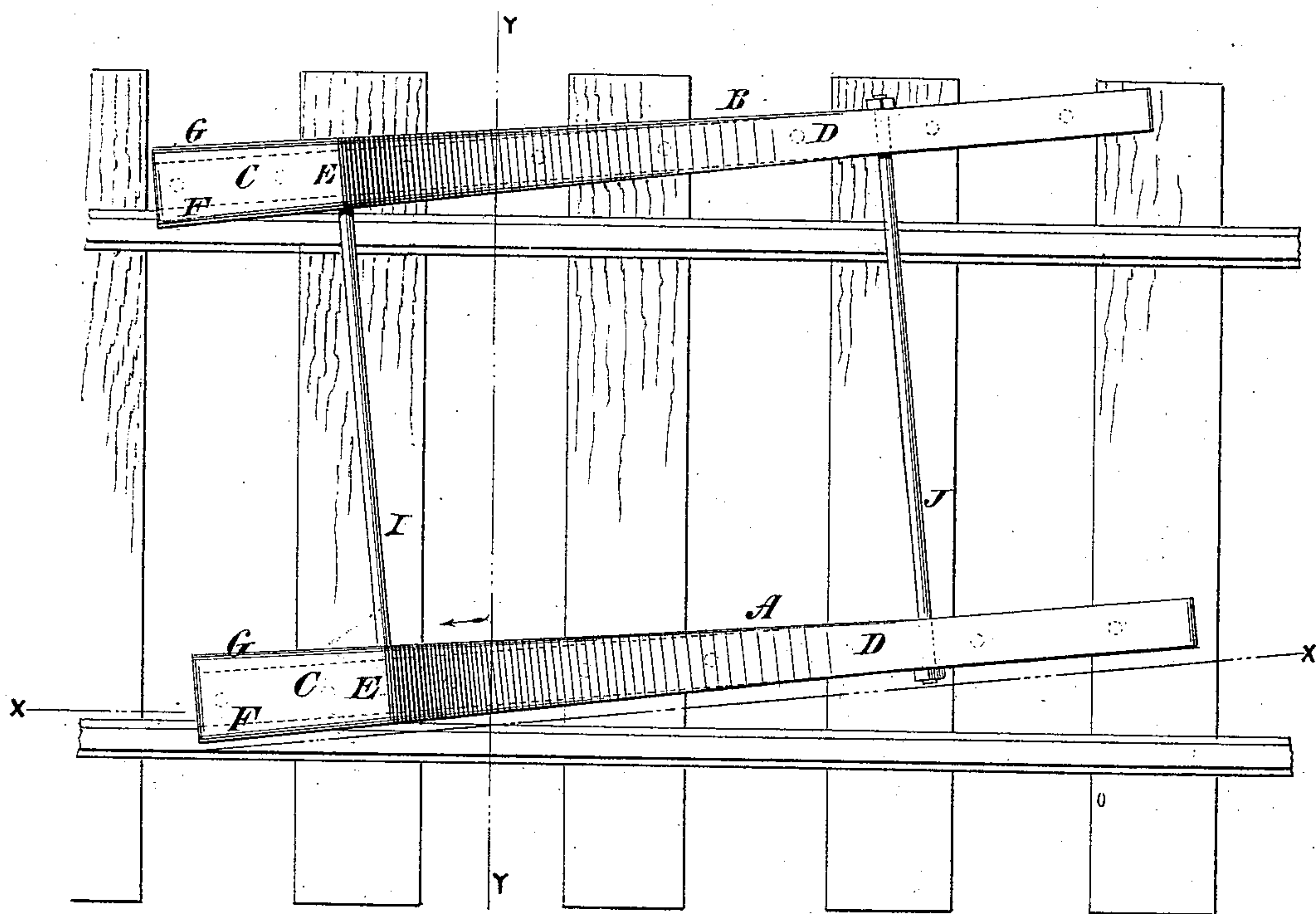


Fig. 2.

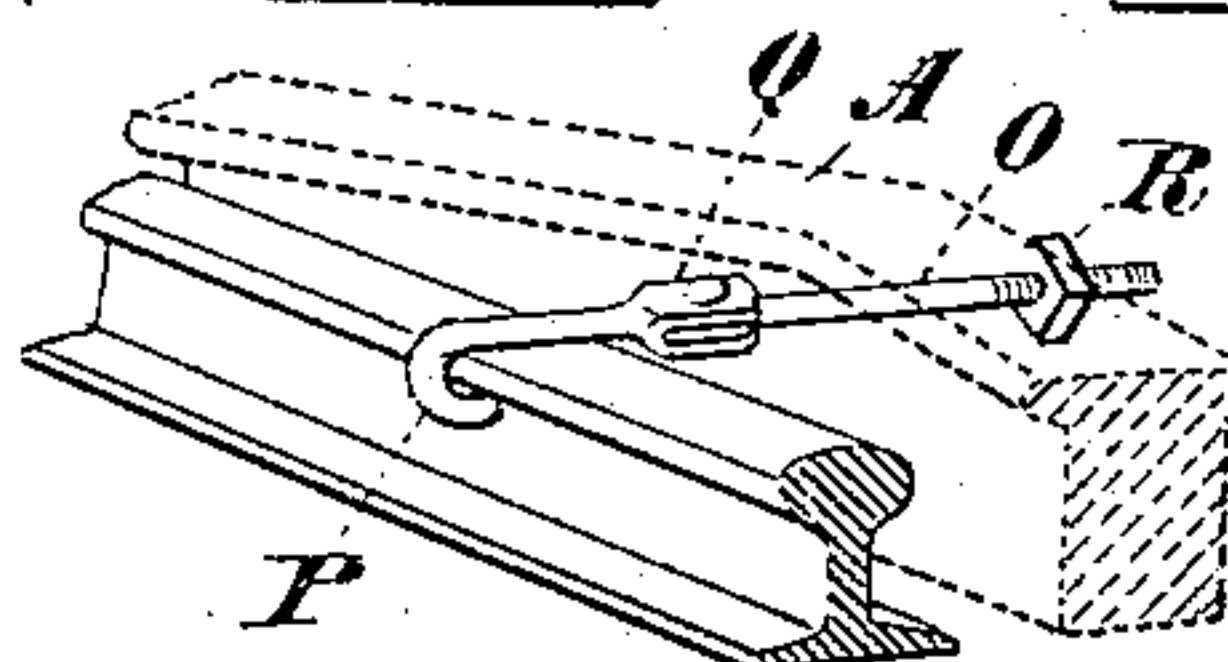


Fig. 4.

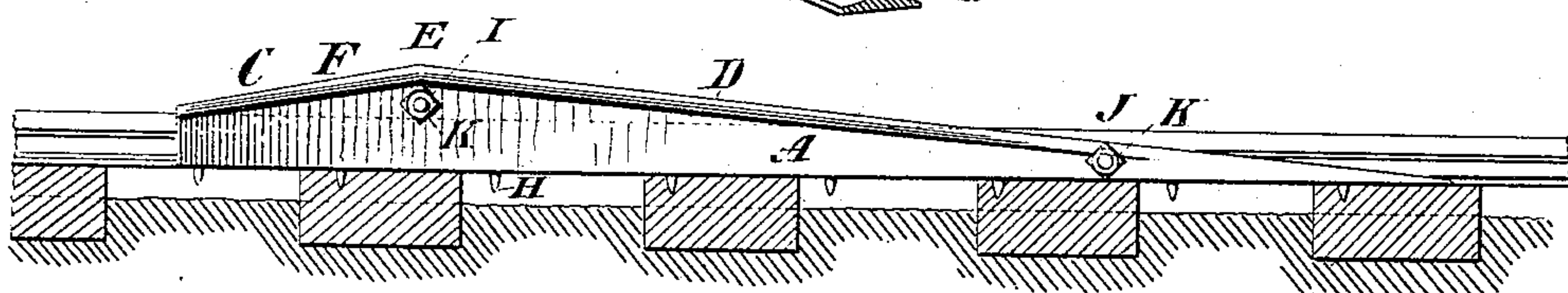
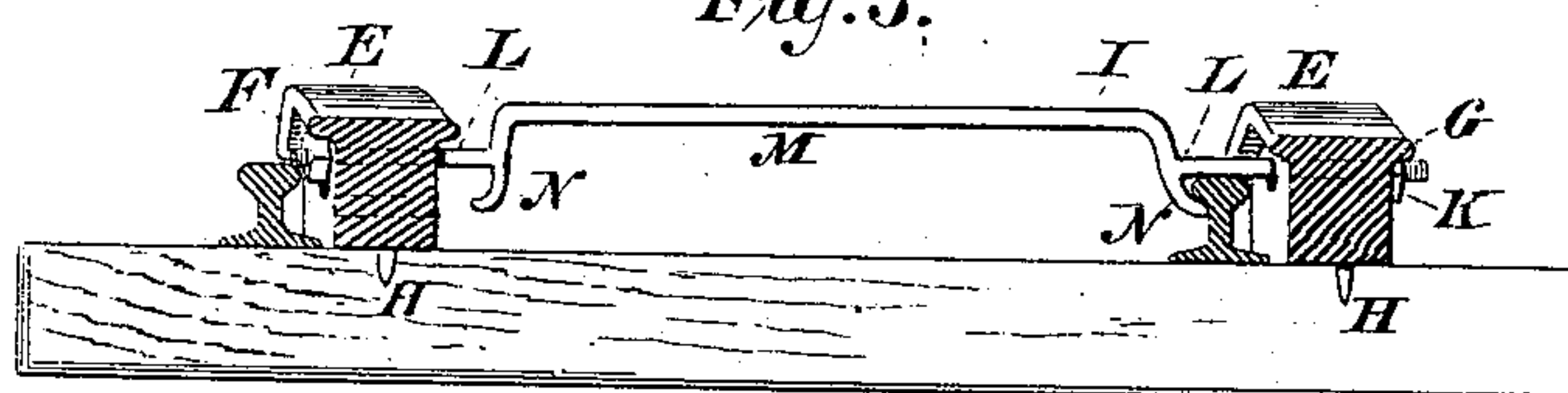


Fig. 3.



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WILLIAM H. MURDOCH, OF RINGGOLD, GEORGIA.

CAR-RETRACKER.

SPECIFICATION forming part of Letters Patent No. 370,402, dated September 27, 1887.

Application filed May 10, 1887. Serial No. 237,699. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM H. MURDOCH, of Ringgold, Catoosa county, Georgia, have invented a new and useful Improvement in Car-
5 Retrackers, of which the following is a specification.

My invention has for its object the speedy replacing of railroad-cars upon the track in case of derailment without the use of jacks or
10 other machines for the lifting of said cars.

My invention consists in the retracking-bar constructed, arranged, and operated substantially as hereinafter set forth.

In the accompanying drawings, Figure 1 is
15 a plan view of my invention as arranged for operation with two bars. Fig. 2 is a side elevation on the line *xx* of Fig. 1. Fig. 3 is a section on the line *yy* of Fig. 1. Fig. 4 is a detail perspective view showing the arrangement of a single bar with the track.
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Similar letters of reference indicate like parts.

A and B are two retracking-bars of similar shape and construction. Upon the upper side
25 of each bar are two inclined planes, C and D, meeting at E. The inclined plane C is shorter than the inclined plane D. The extremity of the bar at the end of plane C is slightly higher than an ordinary rail. The extremity of the
30 bar at the end of plane D tapers to an edge. The height of the bar, measured from the bottom to the apex E, is about two inches more than its height at the end of plane C, so that, for example, the height of the bar at the end
35 of plane C may be about four inches and at apex E about six inches. I do not, however, limit myself to these dimensions, as they may be varied in adapting the device to use in connection with rails of various heights.

40 Upon the upper surface of the bar are flanges F and G, projecting at each side. Said flanges are widest at the outer end of plane C, and thence taper to nothing. On the bottom of the bar are projections H, which are
45 pressed down into the ties when the device is in use by the weight of the car, and in this way the device is prevented from moving out of position. I may use the aforesaid bars either singly or as a pair, in which latter case
50 they are united by tie-rods I and J. Said rods pass through said bars and are threaded at their outer ends, so that nuts K may be ap-

plied to secure them in place. The rod I is bent, as shown in Fig. 3, so as to have straight portions L at its extremities and an elevated
55 central portion, M, which elevated portion extends over the rails, as shown in Fig. 1, when the device is in place. Upon said rod at the angles of the elevated portion M and the straight portions L are hooks N, one of
60 which, when the device is in place, engages under the tread of the rail, as shown in Fig. 3. By loosening the nut on the opposite end of the rod and setting up the nut on the extremity of the rod nearest the engaged hook
65 N, said hook is firmly secured in position. The object of the hooks N is to prevent any possible displacement of the ends of the bars which are adjacent to the rails.

In using either bar A or B singly the rods I
70 and J are removed, and in the bar in place of said rods are inserted short rods O, as shown in Fig. 4, each rod having at its end, and connected thereto by a joint, Q, a hook, P. These hooks extend over and grasp the rail. The
75 end of the rods O passing through the bar are threaded and provided with nuts, as R.

In operation the bars are placed beside the track so that either flange F or G at the ends of planes C overlap the rails. The ends of
80 planes D are adjusted beneath the wheels of the car that are off the track. The hook N is adjusted beneath the rail, and secured by setting up the nut, as described. Locomotive or other tractile power is coupled onto the de-
85 railed car, the wheels of which run up the planes D and down the planes C, and are thus brought back upon the rails.

In using a single bar the end of plane C, as before, is adjusted so that the flange overlaps
90 the rail, and the end of the plane D is brought under a wheel that is derailed. The hooks P are adjusted over the rail, the joint-connection allowing said hooks to accommodate themselves to the angle formed by bar and rail.
95 The car is then drawn up the incline, as before. The rods O, with their hooks P, prevent the bar from being moved so as to make a greater angle with the rail when the weight of the car comes upon it.

The bars A and B may be made of stout
100 wood provided with an iron plate bolted on the upper surface and projecting to form the flanges F G; or each entire bar, including said

flanges, may be forged or otherwise formed of metal.

I claim—

1. A retracking-bar having the vertical-sided body portion A, upper inclined surfaces, C D, and flange F, the said flange being widest at the extremity of said bar and gradually diminishing rearwardly, substantially as described.
2. A retracking-bar having the vertical-sided body portion A, upper inclined surfaces, C D, and flanges F G on opposite sides, the said flanges being widest at the end of said bar and gradually diminishing rearwardly, substantially as described.

3. The combination of the bars A and B, having inclined planes C and D, and flanges F on their upper sides, with the adjustable rods I and J, substantially as described.

4. The combination of the bars A and B, having inclined planes C and D, and flanges F on their upper sides, with the adjustable rod I, having hook N, substantially as described.

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Witnesses:

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