

Jan. 2, 1923.

1,440,444

G. W. BOSCHKE.
RAILWAY TRACK SPIKE.
FILED MAY 8, 1922.

Fig. 1.

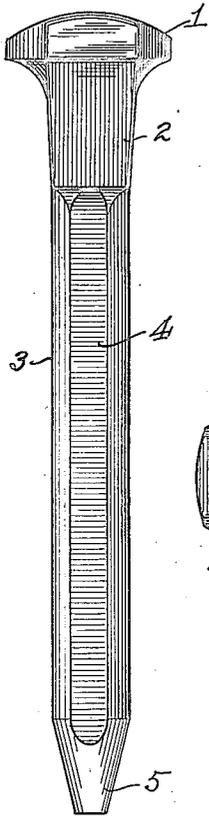


Fig. 2.

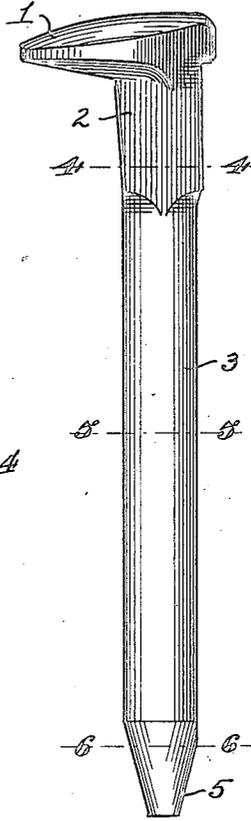


Fig. 3.

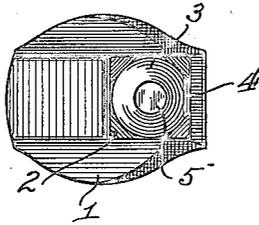


Fig. 4.

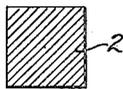


Fig. 5.

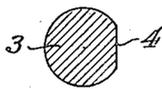
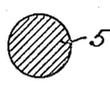


Fig. 6.



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UNITED STATES PATENT OFFICE.

GEORGE W. BOSCHKE, OF SAN FRANCISCO, CALIFORNIA.

RAILWAY-TRACK SPIKE.

Application filed May 8, 1922. Serial No. 559,399.

To all whom it may concern:

Be it known that I, GEORGE W. BOSCHKE, a citizen of the United States, residing in the city and county of San Francisco and State of California, have invented certain new and useful Improvements in Railway-Track Spikes, of which the following is a specification.

My invention relates to the class of railway-track spikes. The object of my invention is to provide a track-spike which when driven in a suitably sized bored hole in the tie will not only truly engage, in the customary manner, the base of the rail and the standard tie plate, but will also drive true without rupture or injury to the wood, a danger which, particularly in the case of creosoted ties, leaves the wood open to decay and defeats the very purpose of creosoting.

To this end, my invention consists in the novel track-spike which I shall now fully describe by reference to the accompanying drawings, in which—

Fig. 1 is a rear elevation of my track-spike.

Fig. 2 is a side elevation of the same.

Fig. 3 is a plan, looking at the spike from its point upwardly.

Fig. 4 is a section on the line 4—4 of Fig. 1.

Fig. 5 is a section on the line 5—5 of Fig. 1.

Fig. 6 is a section on the line 6—6 of Fig. 1.

The spike is formed with a head 1 for engaging the base of the rail. Below the head, for a short distance, the upper portion 2 of the body of the spike is square in cross section, as seen in Fig. 4, this portion being adapted for fitting in the square hole of the standard tie plate. Below this square portion 2 the main body 3 of the spike is round

in cross section throughout the greater portion of its circumference, the remaining portion being straight as in Fig. 5, thus leaving on one side of the round body a flat surface 4 as seen in Fig. 1. The body of the spike terminates in a conical point 5 which is full round in cross-section, Fig. 6, though the flattened surface 4 may, though not necessarily, extend slightly into the upper portion of the point, as seen in Fig. 1.

It will now be seen that the head 1 and square upper part 2 of this spike are adapted for their functions to truly engage the rail base, and the square hole in the tie plate, respectively, so that the present standard tie plates and joint construction can be maintained. The flattening of the back of the round body causes the spike to drive square to a finish, and without rupture or injury to the walls of the hole, so that said head and square upper portion will truly engage the parts with which they are associated, without the aid of a turning wrench. The round point of the spike will drive true and without injury to the wood, a result not possible with chisel pointed spikes, which will not follow the bored hole, and will tend to cut and rupture its walls, leaving the wood open to decay. This, in creosoted ties especially, is a serious menace, as it defeats the very purpose of creosoting.

I claim:—

A railway-track spike having a rail-engaging head, and a body having its upper portion square in cross section, to engage the tie plate, its main portion round in cross section with a flattened side in alinement with one of the faces of said upper squared portion, and a conical point circular in cross section.

In testimony whereof I have signed my name to this specification.

GEORGE W. BOSCHKE.