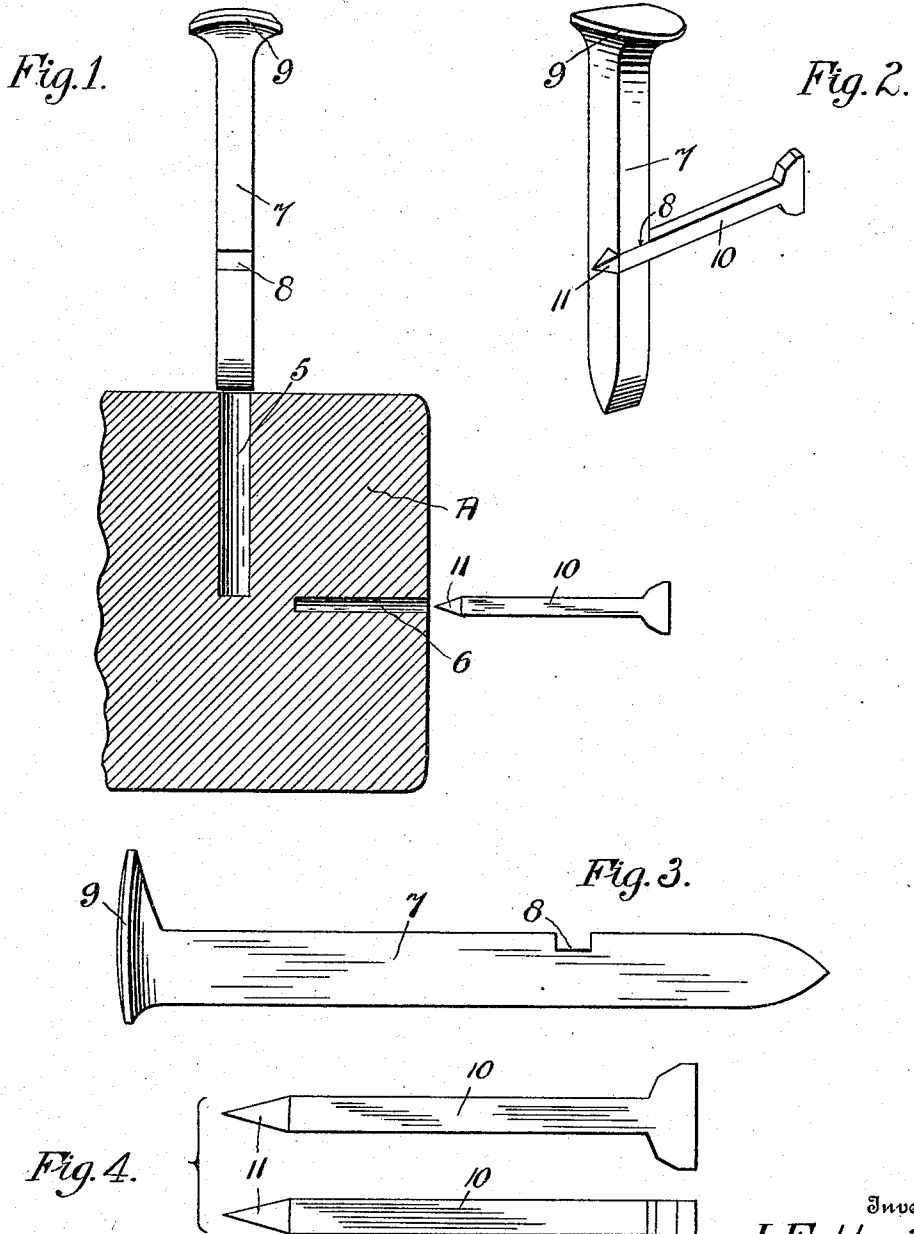


J. E. HANIQUE.
RAIL FASTENING DEVICE.
APPLICATION FILED FEB. 25, 1909.

941,575.

Patented Nov. 30, 1909.



Witnesses

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UNITED STATES PATENT OFFICE.

JULES E. HANIQUE, OF OROVILLE, CALIFORNIA.

RAIL-FASTENING DEVICE.

941,575.

Specification of Letters Patent.

Patented Nov. 30, 1909.

Application filed February 25, 1909. Serial No. 479,914.

To all whom it may concern:

Be it known that I, JULES E. HANIQUE, citizen of the United States, residing at Oroville, in the county of Butte and State of California, have invented certain new and useful Improvements in Rail-Fastening Devices, of which the following is a specification.

Rail fastening devices, embodying a rail fastening spike, and a second spike to be driven into interlocking engagement with said fastening spike have been proposed prior to my invention, but have been objectionable in many ways, the most important of which was the inability to drive the spikes into interlocking engagement, without great care, and considerable waste of time.

The object of my invention is therefore, to provide such a combination and arrangement as to enable the spikes to be driven into interlocking engagement in a short space of time, and with reasonable care only.

My invention is shown in the accompanying drawings, forming a part of this specification, and in which,

Figure 1 is a cross section through a portion of a railway tie, illustrating the spikes ready and in position to be driven therein, in interlocking engagement. Fig. 2 is a perspective view of the spikes held in their interlocking engagement. Fig. 3 is a side elevation of the rail fastening spike, and Fig. 4 is a view illustrating the interlocking spike in plan and side elevation.

According to my invention, I provide a railway tie A, with an opening 5, extending therein, transversely thereof, and with a second opening 6, extending therein, transversely thereof, and at right angles to the first mentioned opening 5. An ordinary rail fastening spike 7 is provided in its side, with a notch 8, transversely thereof, and at a distance from the head 9 of said spike, slightly greater than the depth of the opening 5, into which said spike 7 is to be driven. It will be noted that the spike 7 is of slightly greater cross-section, than the diameter of the opening 5 into which it is to be driven, and in view of this fact, and in view of the fact that said spike is very evidently of greater length than said opening 5, the engagement of said spike within the material

of the tie A, will be secure. A second spike 10, of slightly greater cross-section than the diameter of the tie opening 6, is adapted to be driven within said opening, and is provided with a pointed end 11. The last mentioned spike 10 is of substantially greater length than the opening 6, into which it is driven, and which guides the movement of the same, and its pointed end 11 is designed to engage the fastening spike 7, to guide said spike 10 within said notch, to the position shown in Fig. 2. Thus, the spike 10 may be quickly and accurately driven into interlocking engagement with the spike 7, to prevent the latter from working loose from the tie, by the vibration of the rail it may be holding.

From the foregoing, it will be seen that the operation of driving the spikes into their rail fastening and interlocking position, may be quickly and accurately accomplished, irrespective of the grain of the tie A, into which the holes 5 and 6 are formed to guide their respective spikes.

Having fully described my invention, I claim:

In a rail fastening device of the character described, the combination with a tie provided with an opening therein, at right angles thereto, and with a second opening extending therein at right angles to said first named opening, a headed fastening spike of greater length and diameter than, and adapted for insertion into, the first named opening, whereby to guide the said spike into the tie, and provided with a notch transversely thereof, and a locking spike of greater length and diameter than, and adapted for insertion within said second tie opening, whereby to guide the said spike, as it is driven into the tie, and provided with a pointed inner end to engage said fastening spike notch to guide the same within said notch to interlocking engagement with the said fastening spike, substantially as described.

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

JULES E. HANIQUE.

Witnesses:

B. L. McCoy,
B. N. Paxton.