No. 855,318. PATENTED MAY 28, 1907.

S. C. KINDIG.

SPIKE.

APPLICATION FILED FEB. 13, 1906.

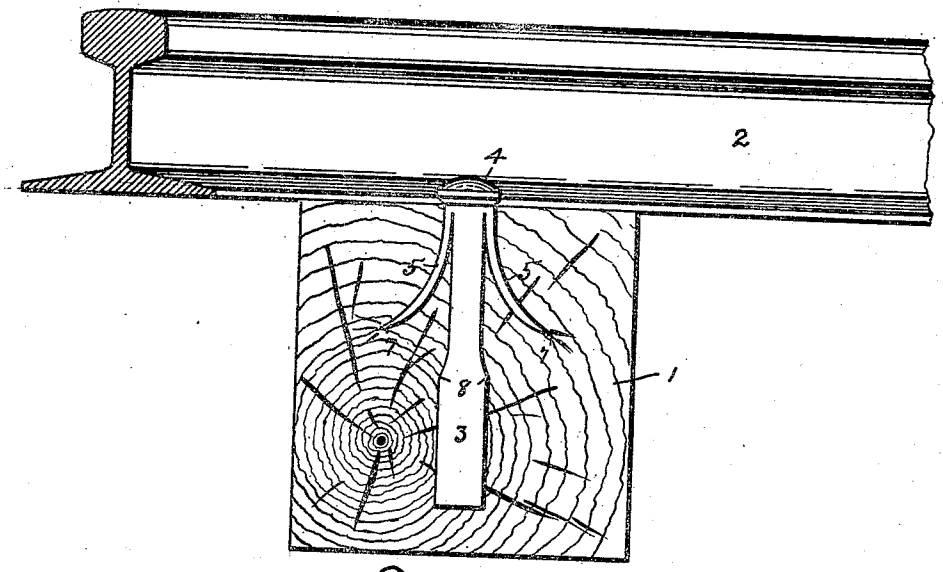


Fig. 1

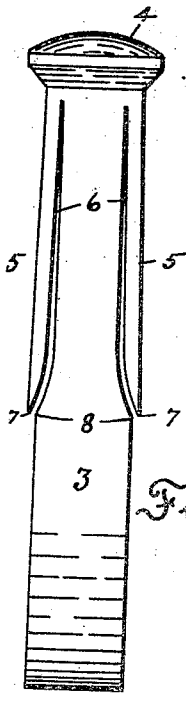


Fig. 2.

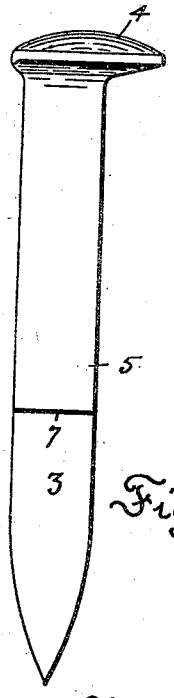


Fig. 3.

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SPIKE.

No. 855,318. Specification of Letters Patent. Patented May 28, 1907.

Application filed February 13, 1906. Serial No. 300,876.

To all whom it may concern:

Be it known that I, SAMUEL C. KINDIG, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented a new and useful Spike, of which the following is a specification.

This invention relates to improvements in spikes, and is especially adapted for use on railway tracks.

The object of the invention is to provide a simple, cheap, and efficient spike of such a construction as to offer a greater resistance against being pulled out, or worked loose from vibration, after once being driven into the cross-tie.

The invention consists of the new and novel construction and arrangement of the parts as hereinafter more fully set forth in the following specification and pointed out in detail in the claims.

In the accompanying drawings,—Figure 1 is an end view of a cross-tie showing my invention applied thereto. Fig. 2 is a detailed side elevation of the spike. Fig. 3 is a detailed edge elevation of the spike.

Referring to the accompanying drawings, forming part of this specification, and in which similar reference numerals designate like parts, 1 designates a cross-tie, 2 the rail, and 3 the spike.

The spike 3 is formed with the usual head 4 and has two fins, or prongs, 5 formed on opposite sides thereof by cutting the slots 6 through the body of the spike. These fins or prongs 5 extend from just below the head 4 down about half the length of the spike and slant off to the outer edge forming pointed ends 7 at the lower free end of the fins or prongs 5, and shoulders 8 on opposite sides of the body of the spike. The said fins or prongs 5 are bent outwardly slightly at their lower free ends as seen in Fig. 2.

The spike is driven down into the cross-tie 1 in the usual manner with the head resting on the lower flange of the rail 2 as seen in Fig. 1. When the fins or prongs 5 come into contact with the cross-tie the lower sharp ends 7 begin to cut into the said tie and as they are driven down the wood wedging between the prongs and the body of the spike cause the said prongs 5 to be forced away from the body of the spike and assume the position shown in Fig. 1. The wood wedging up between the body of the spike and the prongs 5 will be forced firmly over the shoulders 8. Thus it will be seen that as the wood between the prongs 5 and the body of the spike is forced firmly over the shoulders 8, and the prongs 5 being extended from the body of the spike, the latter will offer the greatest resistance against being pulled out or working loose from vibration.

Having thus described my invention what I claim is:

1. A spike having two diverging prongs attached to the body of the spike at their upper ends and their lower ends pointed and adapted to be forced outwardly from the body of the spike, and a shoulder on the body of the spike below each of the prongs, said prongs being the same width as the spike throughout their entire length.

2. A spike having two diverging prongs attached to the body of the spike at their upper ends and having beveled sharpened lower ends and being of the same width as the body of the spike throughout their entire length, the body of the spike having a contracted portion just below its head, which terminates at its lower end in the two shoulders on opposite sides thereof.

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