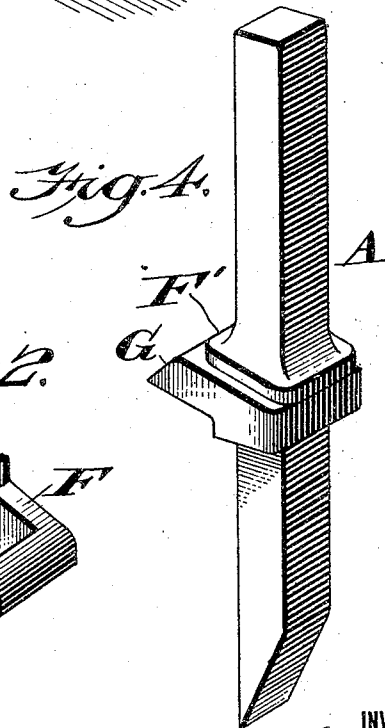
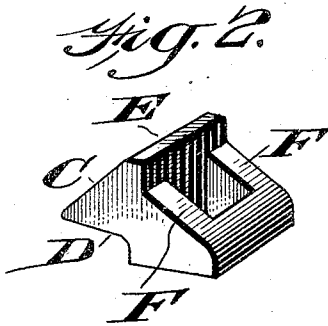
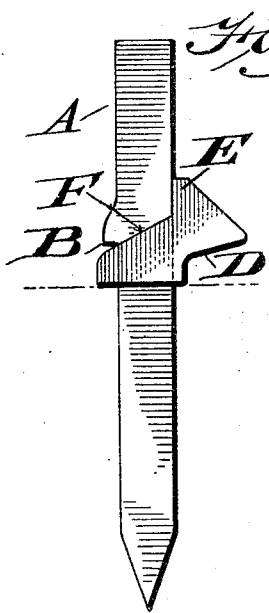
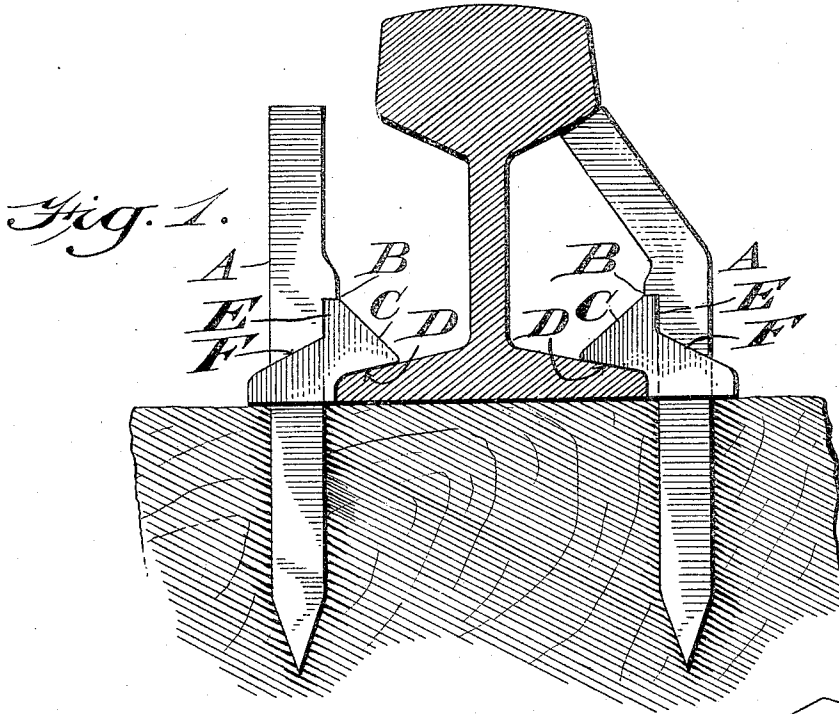


J. T. NULTY.
SPIKE AND CHAIR FOR RAILROAD RAILS.
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942,658.

Patented Dec. 7, 1909.



WITNESSES
H. G. Dietrich
L. Couville.

INVENTOR
James T. Nulty.
BY *W. B. Fairbank.*
ATTORNEYS

UNITED STATES PATENT OFFICE.

JAMES T. NULTY, OF PHILADELPHIA, PENNSYLVANIA.

SPIKE AND CHAIR FOR RAILROAD-RAILS.

942,658.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JAMES T. NULTY, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Spike and Chair for Railroad-Rails, of which the following is a specification.

My invention consists of a spike formed with a shoulder and a chair or cheek piece adapted to be engaged by said shoulder, whereby the cheek piece will engage the base of a railroad rail and firmly brace the latter in position, the head portion of the spike being adapted to sustain the head of said rail, and the body portion does not contact with the rail.

For the purpose of explaining the invention, the accompanying drawing illustrates a satisfactory reduction of the same to practice, but the important instrumentalities thereof may be varied, and so it is to be understood that the invention is not limited to the specific arrangement and organization shown and described.

Figure 1 represents a side elevation of spikes embodying my invention, including a vertical section of a railroad rail to which the spikes are applied. Fig. 2 represents a perspective view of the cheek piece embodying my invention. Fig. 3 represents a side elevation of the spike in different position on the cheek piece. Fig. 4 represents a perspective view of a modification.

Similar letters of reference indicate corresponding parts in the figures.

Referring to the drawing:—A designates a spike formed of suitable metal that may be bent laterally, and having on its side the outturned right angular shoulder B.

C designates a cheek piece, which is composed of a body having an opening adapted to receive the spike, its under side being formed with a recess forming the shoulder D, which is adapted to conform to and rest upon the base of a railroad rail and interlockingly engage the same.

Rising from what comprises the inner side of the body is the peak E, with which the shoulder B of the spike is adapted to abut when in operative position. The upper wall F of the body slopes from the base of said peak to the outer side of the body and under certain conditions is adapted to have the shoulder B of the spike abut thereupon when in operative position, as shown in Fig. 4, the reverse of that shown in Fig. 1. In

Fig. 4, I show the spike with a shoulder F', which extends around the same, its under-side being sloping to conform to the upper sloping face of the cheek piece G which is similar to that shown in Figs. 1 and 2, with the peak E omitted.

It will be seen that cheek pieces are placed on the flange of a rail and spikes passed through the openings in the same and driven into the tie, thus firmly holding the cheek pieces in position superimposed on the base of the rail, thus reliably bracing the rail on the tie. The upper portion of the spike is bent inwardly, so that its top is beneath the head of the rail and in contact therewith, whereby said head is sustained and the spike is prevented from vertical displacement or liability of working loose owing to the controlling action of the head of the rail on the head of the spike.

The spike is of uniform contour throughout its length, excepting at the bottom portion where it is pointed so that it may be driven into a tie, while it possesses great strength and may be readily made, it being noticed that the under face of the shoulder B extends at a right angle from the side of the spike, and the top wall of the peak E is horizontally flat or right-line, so as to accord with the under face of said shoulder, whereby the spike may exert full downward pressure on the cheek piece without liability of the shoulder slipping from the cheek piece with which it engages, while direct spiking of the railroad rail is avoided.

When a spike is to be removed, its head portion is bent outwardly, so as to clear the head of the rail, the effect of which is evident.

Attention is particularly directed to the fact that owing to the cheek pieces employed, the body of the spike is removed from contact with the rail, and thus it will not be subjected to the vibrations of the latter and cut or worn by the same.

Having thus described my invention, what I claim as new and desire to secure by Letters Patent, is:—

1. A cheek piece formed of a body having a vertical opening therethrough and its under side adapted to be seated on the base of a railroad rail, said body having a peak rising therefrom, and a spike having a shoulder being adapted to press downwardly on said peak.

2. A spike provided with a shoulder on a

side thereof, and a cheek piece adapted to be seated on the base of a railroad rail and having an opening to receive said spike, said shoulder being adapted to bear downwardly
5 on said cheek piece and the head of the spike seated under the head of the rail to sustain the same and retain the spike in position.

3. A spike having on a side thereof, a
10 shoulder whose under face extends at a right angle from said side, and a cheek piece having a body adapted to receive said spike and formed with a peak, the upper face of which accords with the right angular under
15 side of the shoulder of the spike said shoulder adapted to bear downwardly on said

cheek piece and the head of the spike seated under the head of the rail to sustain the latter and retain the spike in position.

4. A spike provided with a shoulder on a
20 side thereof, and a cheek piece adapted to be seated on the flange of a railroad rail to receive said spike and provided with a peak and an incline adjoining the same and having said shoulder adapted to bear down-
25 wardly on an upper wall of the peak of said cheek piece.

JAMES T. NULTY.

Witnesses:

JOHN A. WIEDERSHEIM,
HARRY C. DALTON.