Sept. 7, 1926. 1,599,392

B. WILLET ET AL

SPIKE

Original Filed April 30, 1924

Fig. 1.

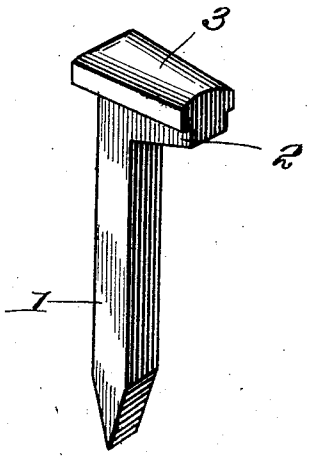


Fig. 2.

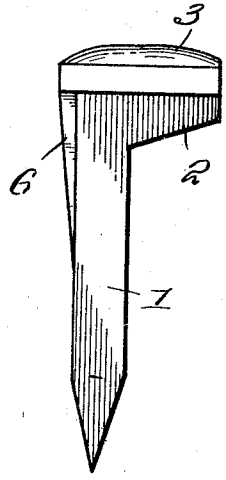


Fig. 3.

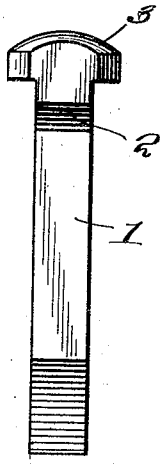


Fig. 4.

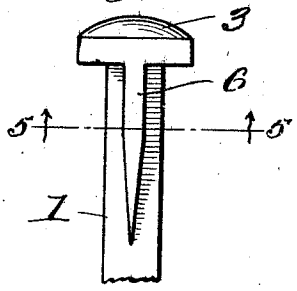


Fig. 5.

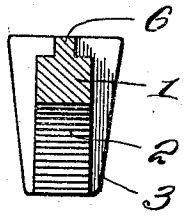
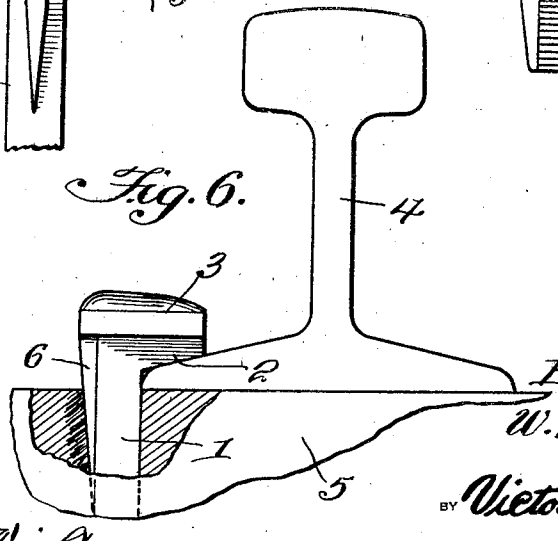


Fig. 6.



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UNITED STATES PATENT OFFICE.

BEN WILLET AND WALTER D. MADDOX, OF McHENRY, KENTUCKY; SAID WILLET ASSIGNOR OF HIS ENTIRE RIGHT TO R. C. HOCKER, OF McHENRY KENTUCKY.

SPIKE.

Application filed April 30, 1924, Serial No. 710,050. Renewed March 31, 1926.

An object of this invention is the provision of a railway spike having a wedge rib below its head on its rear face which provides a cutting element that will bunch the wood fibres against the rib when the spike is driven into a tie or the like and likewise bunch the fibres in a manner to bunch the wood fibres against the outer face of the shank of the spike in a manner to force the head of the spike into better rail engagement.

A still further object is the production of a spike of such construction that a material saving of metal will be afforded.

The drawing which accompanies and forms part of this application, illustrates the improvement.

In the drawing:—

Figure 1 is a perspective view of our improved spike.

Figure 2 is a side elevation thereof.

Figure 3 is a front elevation thereof.

Figure 4 is a fragmentary rear elevation thereof.

Figure 5 is a sectional view on the line 5—5 of Figure 4.

Figure 6 is a view showing the spike driven into a tie and engaging a rail.

The shank 1 of our improved spike has its outer end pointed in the usual manner. Formed on the shank is the laterally extending rail engaging lip 2 which has its lower wall cut at the desired inclination. Formed on the shank and on the lip there is the head 3 of the improvement. The head extends laterally beyond the lip 2 and the shank 1, the lip 2 and the shank being of the same thickness. By reference to the drawings it will be noted that the head gradually increases in thickness from the inner to the outer end thereof, and also that the head has its top surface rounded both transversely and longitudinally.

By reference to Figure 6 it will be seen that the lip 2 snugly contacts with the base flange of a rail 4, the widened head 3 of the spike being disposed a considerable distance above the said flange of the rail. The widened head affords a good mark when the spike is to be driven into the tie 5 and likewise the shoulders on the under face of the head permit of the ready insertion of a pinch bar between the said shoulders and the base flange of the rail so that the spike can be easily withdrawn from the tie.

By reference to the drawings it will be seen that the head 3 extends a suitable distance beyond the outer face of the shank and extending centrally from the end of this portion of the head there is a downwardly directed rib 6. The rib is, of course, integral with the head and shank and terminates a suitable distance from the pointed end of said shank. The rib has its sides tapered inwardly at points approximately central with respect to the length of said rib to a pointed end and its face, likewise tapered inwardly from its junction with the head of the spike to the said end of the rib. The wedge-like rib, when the spike is forced into the tie, causes the bunching of the wood severed thereby against the sides and outer face of said rib so that liability of the spike working loose or being accidentally removed from the tie is effectively overcome.

Having described the invention, we claim:—

A railway spike having a rearwardly extending head and a wedge rib formed on the outer face of the shank and centrally on the head extension, said wedge rib having its outer face tapered inwardly throughout its length and its sides likewise tapered inwardly from points approximately central with respect to the length of the rib to the pointed end of the said wedge rib, for the purpose set forth.

In testimony whereof we affix our signatures.

BEN WILLET.
W. D. MADDOX.