No. 612,407. Patented Oct. 18, 1898.

T. A. DEAKYNE.

SPIKE.

(Application filed Nov. 16, 1897.)

(No Model.)

FIG. 1.

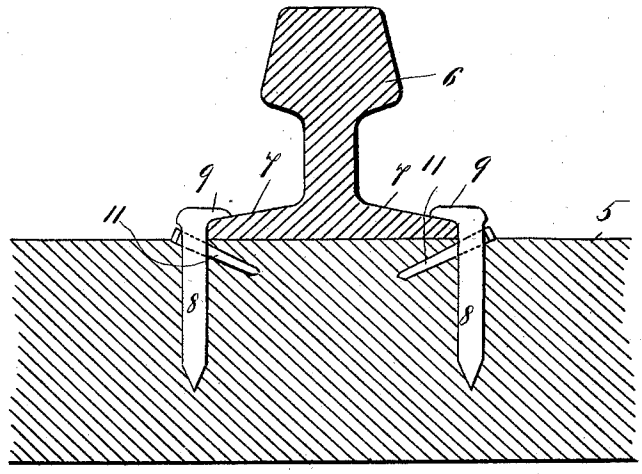


FIG. 2.

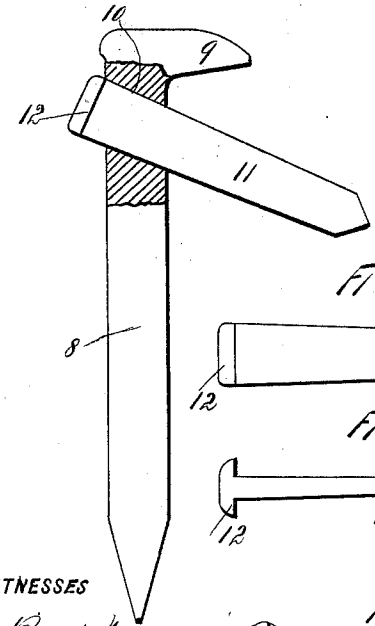


FIG. 3.

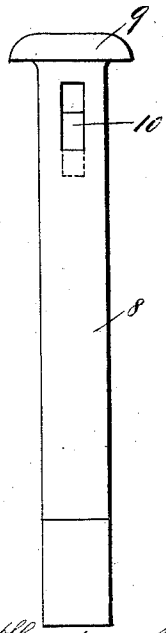
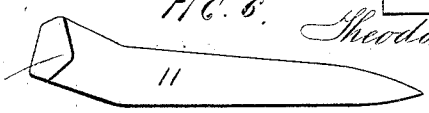


FIG. 4.

FIG. 5.

FIG. 6.



WITNESSES

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SPIKE.

SPECIFICATION forming part of Letters Patent No. 612,407, dated October 18, 1898.

Application filed November 16, 1897. Serial No. 658,712. (No model.)

To all whom it may concern:

Be it known that I, THEODORE A. DEAKYNE, a citizen of the United States, residing at West Hoboken, in the county of Hudson and State of New Jersey, have invented certain new and useful Improvements in Spikes, of which the following is a full and complete specification, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to spikes, and particularly to railway-spikes; and the object thereof is to provide spikes of this class with improved means for holding the same in position when driven into the tie.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which—

Figure 1 is a transverse section of a railway-rail and a longitudinal section of a part of a tie and showing two of my improved spikes and my improved means for holding them in place; Fig. 2, a sectional side view of one of the spikes; Fig. 3, a back view thereof; Fig. 4, a side view of a wedge which I employ in connection with the spike for holding the latter in place; Fig. 5, an edge view thereof, and Fig. 6 a side view of a modified form of wedge.

In the drawings forming part of this specification the separate parts of my improvement are designated by the same numerals of reference in each of the views, and in said drawings, reference being made to Fig. 1, I have shown at 5 a part of a railway-tie and at 6 a cross-section of a railway-rail, and the rail 6 is provided with the usual longitudinal base-flanges 7, and in the practice of my invention, as shown in the drawings, I provide a spike 8, which is provided with the usual head 9, which overlaps the base-flanges of the railway-rail, and said spike is provided directly below the head with a transverse slot 10, which is formed in line with the head 9 and which is inclined downwardly when viewed from the back of the spike. I also provide a key-wedge 11, which is adapted to be driven through the slot 10 in the positions shown in the drawings, and the key-wedge 11 is also of the form shown in the drawings and is provided with a head 12, which projects at each side of the wedge, and when driven through the spike and into the tie, as shown in Fig. 1, the key-wedge 11 will securely hold said spike in place and the latter cannot be withdrawn without first withdrawing the wedge, and the spike cannot work loose or accidentally come out, while the operation of driving the wedge also draws the spike more securely in connection with the base-flange of the rail, and the shape of the head of the wedge is such as to facilitate the withdrawal thereof without injury to the tie.

In the form of construction illustrated in Fig. 6 the wedge-key has the portion adjacent to its head formed at an angle to the main body portion of its stem or shank, said angle being in the longitudinal plane of the key, whereby when the key is driven into the corresponding slot in the spike said angle portion will finally rest in the slot.

My improvement is simple in construction and operation and perfectly adapted to accomplish the result for which it is intended, and

Having fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A spike provided with a head which projects at one side thereof and with a slot formed directly below said head and in line therewith, said slot being downwardly inclined from the back of the spike to the opposite side and having its top and bottom and side walls in a straight or direct plane, and a wedge corresponding in cross-section to said slot and having the straight relatively-inclined top and bottom edges, said wedge being adapted to be driven through said slot and being provided with a cross-head forming lateral wings which bear directly against the outer edge or side of the spike at opposite sides of the slot, the relative construction and arrangement being such that when the wedge is driven in said slot in the spike it enters the wood of the cross-tie in a direct and straight diagonal plane with relation to the spike and the base-flange of the rail and engages with the top and bottom walls of the slot in such a manner that it draws the head of the spike downward in binding position against the flange of the rail, substantially as set forth.

2. A spike provided with a head which projects at one side thereof, and a slot which is formed in the spike directly below said head and in line therewith, said slot being also downwardly inclined from the back of the spike to the opposite side, and a wedge which is similar in form in cross-section to said slot, said wedge being adapted to be driven through said slot and being provided with a cross-head, that portion of said wedge adjacent to the head being formed at an angle to the main body portion, or stem with the angle in vertical plane of the wedge-key, substantially as described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 13th day of November, 1897.

THEODORE A. DEAKYNE.

Witnesses:
M. A. KNOWLES,
S. L. HAWKSHURST.