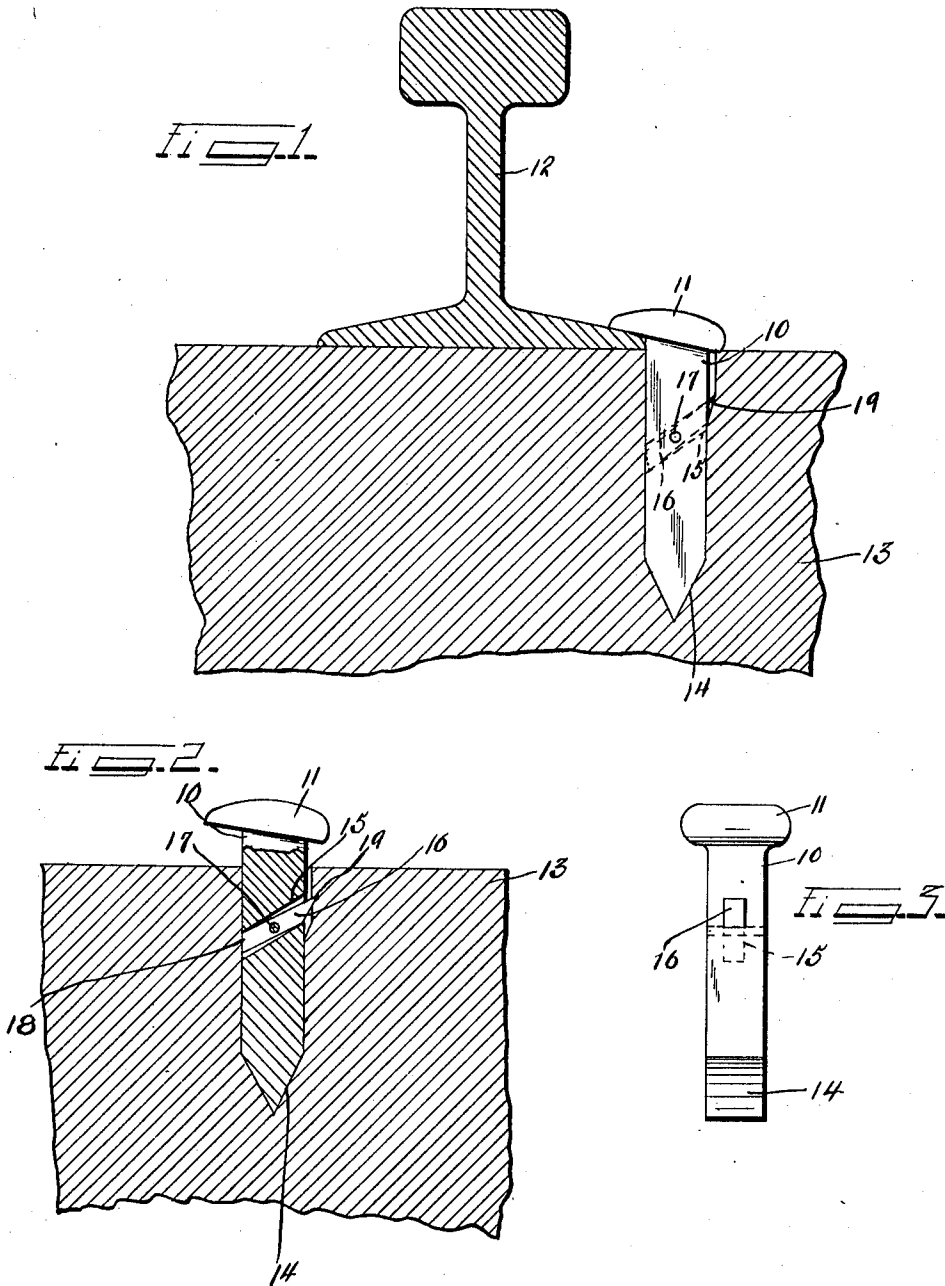


E. J. DITTMER.
RAILROAD SPIKE.
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1,021,356.

Patented Mar. 26, 1912.



Witnesses
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UNITED STATES PATENT OFFICE.

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RAILROAD-SPIKE.

1,021,356.

Specification of Letters Patent. Patented Mar. 26, 1912.

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To all whom it may concern:

Be it known that I, EDWARD J. DITTMER, a citizen of the United States, residing at Durbin, in the county of Cass, State of North Dakota, have invented certain new and useful Improvements in Railroad-Spikes; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

This invention relates to railroad spikes and more especially to an improved safety spike provided with means to prevent its accidental withdrawal or loosening when secured in position.

Another object of the invention is to provide a spike with a slot arranged diagonally through its shank portion and having a retaining pin therethrough adapted to permit the spike to be driven but to prevent loosening thereof.

With these and other objects in view the invention consists of certain other combinations and arrangements of parts as will be hereinafter more fully described and claimed, it being a still further object of the invention to provide a device which will not be likely to get out of working order.

In the drawings:—Figure 1 is a sectional view of a portion of a railroad tie with a rail mounted thereon and showing my improved spike in position after having been driven into the tie. Fig. 2 is a sectional view of the spike driven into a section of a tie and partly withdrawn to show the action of the retaining pin. Fig. 3 is a rear edge view of the spike.

Referring to the drawings in detail, there is shown an ordinary railroad spike having a shank portion 10 and a retaining head 11 adapted to engage the flanged portion of a rail 12 which is mounted upon a suitable tie 13 into which the shank portion of the spike is driven. The lower end of the shank portion is pointed in the usual manner as shown at 14 in the form of an ordinary spike but

the shank portion is provided with a diagonally arranged or inclined opening or slot 15 therethrough leading from the back to the front portion of the spike below the head 11.

A retaining pin 16 of rectangular cross section is pivotally mounted intermediate its ends upon a pivot pin 17 which extends through the opposite sides of the spike and passes transversely through the slot, the lower end 18 of the pin being adapted to lie flush with the front face of the spike and thereby permit the spike to be driven while the opposite end 19 terminates in an upwardly extending protruding point projecting from the rear face of the spike at its shank portion.

From an inspection of the drawings it will be seen that the pin 16 is permitted a slight pivotal movement upon the pin 17 vertically within the slot and in Fig. 1 of the drawings it will be seen that the spike can be readily driven but when any attempt is made to loosen the spike, incident to jars or strain thereon, the end portion 19 will be projected into the wood or material of the tie and thereby prevent the same from being drawn out or becoming loose.

I claim:—

In a railroad spike, the combination with the shank and head portion thereof, said shank portion having a diagonal slot therethrough below the head; of a pivot pin disposed transversely through the spike and slot and a retaining pin of rectangular cross section pivotally mounted thereon for limited movement within the slot, the lower end of the retaining pins being flush with the forward face of the shank and upper end thereof projecting beyond the back face of the spike.

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

EDWARD J. DITTMER.

Witnesses:

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