

No. 875,779.

PATENTED JAN. 7, 1908.

G. C. CLOVER.
RAILWAY SPIKE.
APPLICATION FILED MAR. 25, 1907.

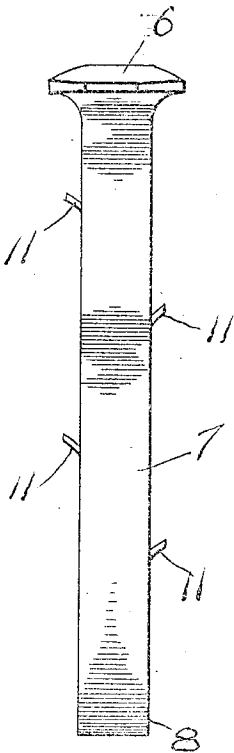


Fig. 1

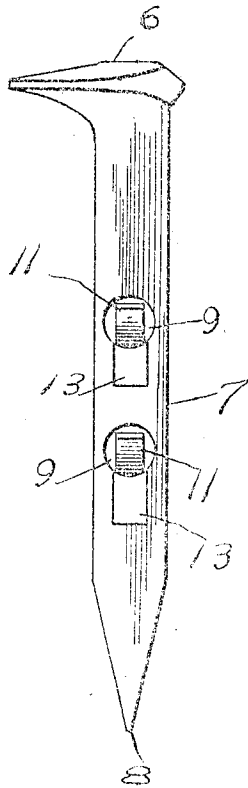


Fig. 2.

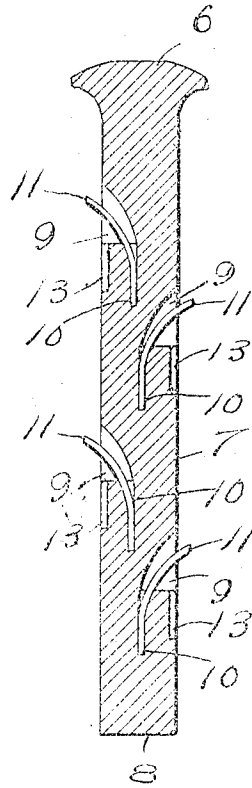


Fig. 3

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Witnesses
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UNITED STATES PATENT OFFICE.

GRANT C. CLOVER, OF CHARLEVOIX, MICHIGAN.

RAILWAY-SPIKE.

No. 875,779.

Specification of Letters Patent.

Patented Jan. 7, 1908.

Application filed March 25, 1907. Serial No. 364,274.

To all whom it may concern:

Be it known that I, GRANT C. CLOVER, a citizen of the United States, residing at Charlevoix, in the county of Charlevoix, State of Michigan, have invented certain new and useful Improvements in Railway-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 has relation to spikes that are employed to secure railway rails on the ties of a roadbed.

A great difficulty, if not the chief trouble met with in the use of spikes is the self-working or pulling out of the same after they are driven in place.

It is the object of the present invention to provide a special construction or form of means whereby the objections mentioned may be overcome, it being recognized that efforts have previously been made to overcome the same mischiefs.

The nature of my improvement is ascertainable from the device portrayed in the annexed drawings, forming a part of this specification, in view of which it will first be described in detail with respect to its construction and mode of operation, and then be particularly pointed out in the subjoined claims.

Of the said drawings—Figure 1 is a front elevation of my improved railroad spike. Fig. 2 is a side view. Fig. 3 is a longitudinal section.

Similar numerals of reference designate similar parts or features, as the case may be, wherever they occur.

In the drawings, 6 designates the head of the spike and 7 the shank, the lower end 8 of which is sharpened to facilitate the driving of the spike into a tie.

At intervals along the sides of the spike it

is provided with recesses 9 in the bottoms of which there are holes 10 into which are driven the lower ends of spring tongues 11 so as to be held in place frictionally. The upper ends of the tongues normally spring outward beyond the plane of the sides of the spike, though they are adapted to be pressed inward into recesses 9 within the plane of the sides, as will be apparent to those skilled in the art.

In use, with the spike constructed as explained, it will be set and driven as usual, and as the shank passes into the tie the outer ends of the spring tongues will be pressed into the recesses 9, so as not to obstruct the driving. After the spike is driven home, should there be any tendency for it to work upward or pull out, the ends of the tongues will be pressed outward by their own resiliency and take into the wood at the sides and resist the upward pull.

It may form depressions 13 in the spike below the recesses 9 down into which the ends of the spring tongues may be turned in case great and undue force is exerted on the head of the spike by a spike-puller to purposely withdraw it from the tie.

What is claimed is—

A railroad spike having recesses formed at intervals in its sides, and resilient holding devices secured at their lower ends in the bottom of said recesses, their upper ends turned outward normally on a curved line to catch in the tie to prevent the spike from being pulled out, and being depressed in the recesses when the spike is being driven, in order not to obstruct the latter operation.

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

GRANT C. CLOVER.

Witnesses:

WILLIAM H. COLLINS,
Mrs. E. J. CLOVER.