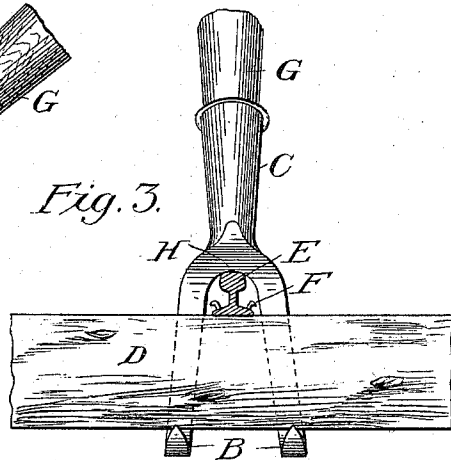
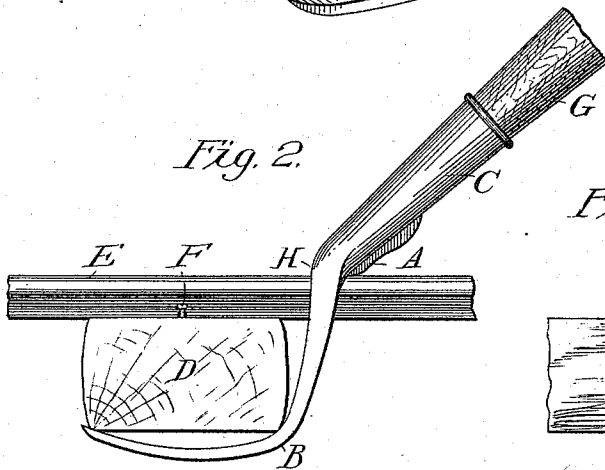
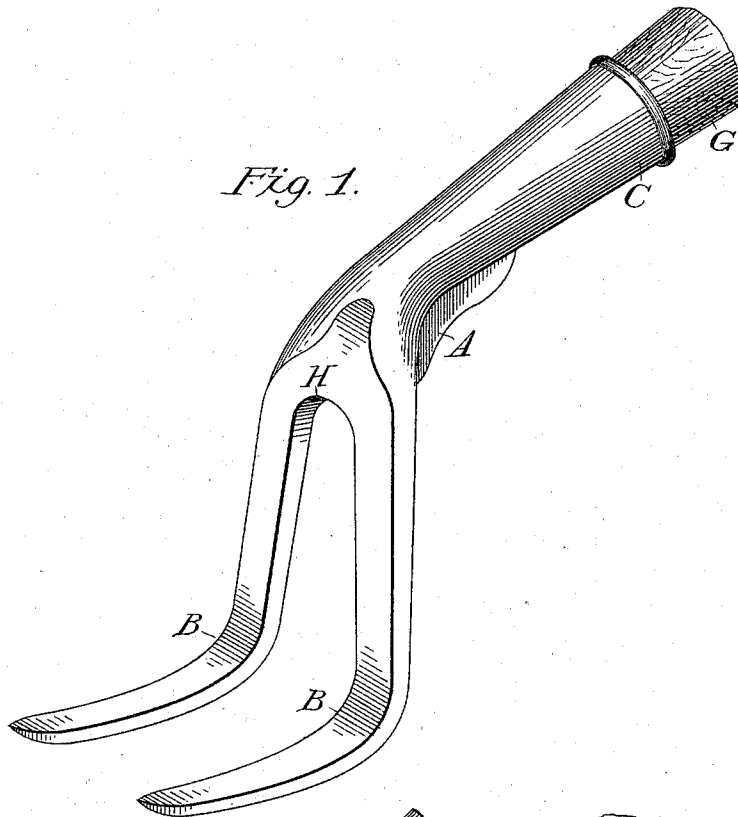


(No Model.)

J. Q. MYERS.
RAILROAD SPIKING FORK.

No. 580,418.

Patented Apr. 13, 1897.



Witnesses.
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JOHN Q. MYERS, OF ORLANDO, FLORIDA.

RAILROAD SPIKING-FORK.

SPECIFICATION forming part of Letters Patent No. 580,418, dated April 13, 1897.

Application filed December 23, 1895. Serial No. 573,021. (No model.)

To all whom it may concern:

Be it known that I, JOHN Q. MYERS, a citizen of the United States, residing at Orlando, in the county of Orange and State of Florida, have invented a new and useful Railroad Spiking-Fork, of which the following is a specification.

The objects of my invention are, first, to facilitate the spiking of rails to cross-ties in construction and repair of railroad-tracks or any track using rails and ties by supporting and leveling the tie, bringing and holding the rail and tie in close contact, furnishing a firm resistance to the strokes of the hammer driving the spike, thereby making the work more accurate and secure, preserving the track-bed, and avoiding expensive releveling up of track; second, to hold bars or rails of iron, steel, or other material firmly in position while being cut or sawed. I attain these objects by the device illustrated in the accompanying drawings.

Figure 1 represents the spiking-fork in perspective. A is the fulcrum-point; H, the point of contact with the rail. B B are the rocker-prongs of the fork intended to go under the tie. C is the handle, forming a sleeve or socket, into which a strong wooden extension-handle is to be inserted, the power being proportioned to the leverage or length of the said handle.

Fig. 2 represents the fork in use. D is a cross-tie, end view; E, the rail in position for spiking to tie; F, the spike for fastening same. The power applied by means of handle G holds the tie and rail closely together and enables the driving of the spike F rapidly, accurately, and without injury to road-bed, rail, or tie, or if the rail is to be cut, holds same firmly while being cut.

Fig. 3 is a front sectional view of the fork, showing how same straddles the rail.

The spiking-fork consists of a device made, preferably, of steel, having two prongs of sufficient length to pass under the tie or timber to which the rail is to be fastened and extend upward at a slight angle to a height slightly greater than the thickness of the tie and the height of the rail, the tines gradually ap-

proaching each other and joining at the fulcrum-point of the fork. The shank or handle extends backward at an angle of twenty to thirty degrees and is formed into a sleeve or socket, into which the wooden handle is fitted, or, if preferred, the entire handle or shaft may be of metal, in either instance length of same being appropriate to work required. The point of union of the tines of the fork is wide enough to freely straddle the rail. The point of contact with the rail is flat transversely and slightly curved or convex longitudinally, the fulcrum being strongly reinforced, all of which is substantially shown in the accompanying drawings.

I claim this is the only tool which can be worked parallel with the rail, enabling its use in cuts, tunnels, embankments, and crowded yards. I claim the most effective tie-raiser for leveling or for spiking, being complete in itself, self-adjusting, dispensing with all chunks, blocks, pry-poles, and other devices for raising or supporting the tie while leveling or spiking. I claim the most accurate tool for giving level base to tie, insuring accuracy and security in spiking, the most economical and the most effective device for holding rails while being cut for purposes of construction or repair.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. The improved spiking-fork herein described comprising the handle or stem, the fulcrum-point and the curved rocker-prongs adapted to straddle the rail and pass completely under and embrace the tie, whereby the tie and rail are clamped together for spiking.

2. In a spiking-fork, the combination of the stem, the rocker-prongs adapted to straddle the rail and engage beneath the tie, and the reinforcement at the fulcrum or meeting point of the stem and prongs as set forth.

JOHN Q. MYERS.

In presence of—

J. EDWARD ALLEN,
JOSEPH H. JONES.