

J. S. EDGINGTON.
RAILROAD SPIKE LOCK.
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1,048,512.

Patented Dec. 31, 1912.

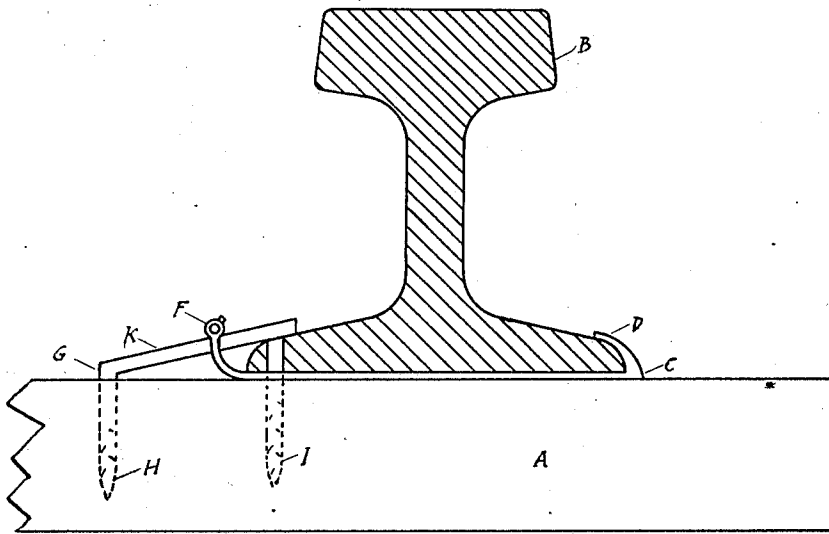


Fig. 1.

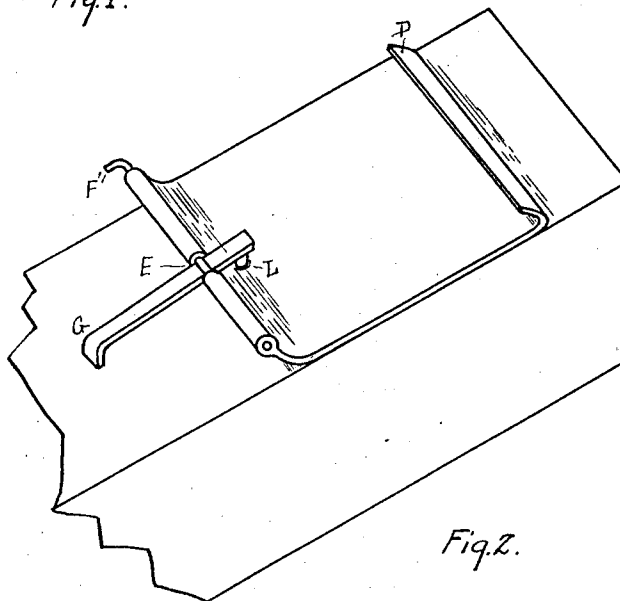


Fig. 2.

Witnesses:
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UNITED STATES PATENT OFFICE.

JAMES S. EDGINGTON, OF NEAR BELLEFONTAINE, OHIO.

RAILROAD-SPIKE LOCK.

1,048,512.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, JAMES S. EDGINGTON, a citizen of the United States, residing at near Bellefontaine, in the county of Logan and State of Ohio, have invented a new and useful Improvement in Railroad-Spike Locks, of which the following is a specification.

My device relates to certain improvements in railway spike holders and in furnishing a seat for the rail and causing the weight of the rail, the weight of the train, and the impact of the wheels on the rail all to more completely hold the spike in place and prevent displacement of the rail through the spikes becoming loosened.

Figure 1, is a detached view of my device. Fig. 2, a perspective view of the device attached to the rail.

In the drawings A is the railroad tie, B, the rail, C my chair or clamp which rests between the rail and tie, and overlaps the bottom flange of the rail at D. On the other side of the rail my clamp rises vertically and has a cutaway part or slot E, in the upturned part, and also a hole F, longitudinally through its length and a hole in the bottom of the chair at L, to allow the spike to pass through.

The object of my invention is to prevent the loosening of the spikes that hold the rails in place, which results from the pounding of the rails by the train, when frost or other cause has made the roadbed uneven. It is well known that most railroad accidents result from the spikes becoming loose and the rails spreading.

In operation the clamp C of my device is

placed in position under the rail as shown in Fig. 2, the pin F' is withdrawn far enough to allow the staple G to be driven into the tie, the outer point H, being some distance beyond the rail, and the inner point I at the edge of the rail and against the same, or through a hole in the flange. When the points H and I have been driven home into the tie, so that the connecting part K rests upon the bottom plate of clamp C, the pin F' is pushed in till its end projects beyond the clamp piece, thus holding the spike securely to the rail, and in the tie.

To spread the rails it would be necessary not only to raise the same above the tie the length of the spike or staple, but to pull both arms of the staple out of the tie.

The form of clamp shown in Fig. 1, is the preferred type, though the upturned lip D, can be dispensed with, to the more readily allow the clamp to be inserted under the middle of a rail. One or two of these clamps can be slid endwise on the rails by raising them a little bit with a crowbar and the lip D, left off the ones in the middle if desired to more readily slip them under the rail. Or the dirt can be dug away between the ties and the clamp placed and slid along in place.

What I claim is:

The combination with the railroad rail and tie, the plate C, having slot E, in its upturned portion, of staple G, and bolt F, as and for the purpose set forth.

JAMES EDGINGTON.

Witnesses:

EMMA E. CAMPBELL,
C. L. LANE.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."