

BEST AVAILABLE COPY

F. E. JONAH.
RAILWAY RAIL BRACE SPIKE.
APPLICATION FILED MAR. 27, 1911.

1,001,529.

Patented Aug. 22, 1911.

Fig 1.

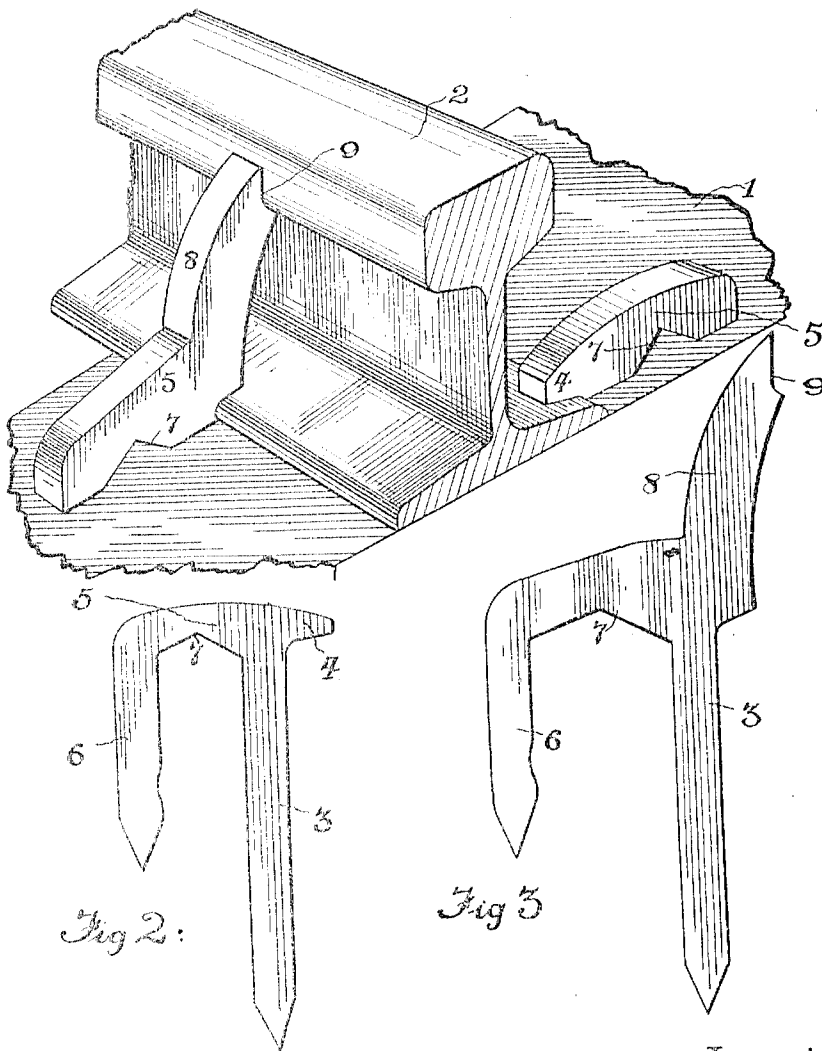


Fig 2:

Fig 3

Witnesses
M. Lightwood.
J. A. Benin.

Inventor
Frank E. Jonah.

By *E. E. Hutchinson*
Atty.

UNITED STATES PATENT OFFICE.

FRANK EVERETT JONAH, OF MONCTON, NEW BRUNSWICK, CANADA, ASSIGNOR OF TWO-FIFTHS TO FRANK ARTHUR McCULLY, OF MONCTON, CANADA.

RAILWAY-RAIL-BRACE SPIKE.

1,001,529.

Specification of Letters Patent. Patented Aug. 22, 1911.

Application filed March 27, 1911. Serial No. 617,158.

To all whom it may concern:

Be it known that I, FRANK EVERETT JONAH, a subject of the King of Great Britain, and resident of Moncton, in the county of Westmoreland, in the Province of New Brunswick, in the Dominion of Canada, have invented certain new and useful Improvements in Railway-Rail-Brace Spikes; and I do hereby declare that the following is a full, clear, and exact description of the same.

The invention relates to improvements in railway rail brace spikes, as described in the present specification and illustrated in the accompanying drawings that form part of the same.

The object of the invention is to provide a spike which will not weaken the tie; which is strong and durable; which will prevent spreading of the rails; and which will be more solidly forced into position by the passage of trains thereon.

A further object is to provide a spike and brace which may be easily withdrawn and which will interlock with the underside of the head of a rail.

My invention consists of the construction, combination and arrangement of parts, as herein illustrated, described and claimed.

In the accompanying drawings, forming part of this application, I have illustrated a form of embodiment of my invention, in which drawings similar reference characters designate corresponding parts, and in which:—

Figure 1 is a perspective of a section of rail and tie, showing the application of the invention; Fig. 2 is a plan view of the spike without the brace; and Fig. 3 is a plan view of the spike with the brace attached.

Referring to the drawing, 1 designates a tie and 2 the rail of common construction.

The main spike of my invention has one leg 3, a head 4, and a web 5 connecting the leg 3 with a second leg 6, in alignment with the leg 3. The leg 3 which is nearer the rail 2 is longer than the leg 6, so that the spike may be started in the tie properly. The object of having the legs in alignment is two-fold; to prevent the tie from being

weakened against side stresses and to brace one leg behind the other so that a maximum of strength is produced along a single line at a right angle to the rail. The web 5 is provided with an inverted V-shaped recess, in its underside, to permit the insertion of a withdrawing instrument, so that the spike may be easily pulled. Extending upward from and at an angle to the head 4 and web 5 is a brace flange 8, which is provided with a recess 9, to engage over the edge of the underside of the head of the rail 2.

In operation, a wheel passing over the rail above the end of the flange serves to force the spike farther into the tie, and in case of a broken flange or derailment the wheel riding over the flange only more securely fixes the spike, so that the rail cannot spread.

What I claim as my invention is:

1. A railway rail spike having its holding pins in fork form and its brace extending from the upper end of the inner prong and the crotch between the prongs raised above the shoulder adjacent thereto and forming a pry-hole for an extracting tool.

2. A railway spike in double prong fork form, the outer of said prongs being shorter than the inner prong and the crotch therebetween being formed in inverted V-shape for the insertion of an extracting tool, said inner prong at the upper end having the flange gripping brace extending therefrom.

3. A railway spike of double prong fork form having the main inner prong longer than the outer prong and a chair portion extending upwardly from the inner prong, said chair portion having a flange gripping shoulder at its lower end and a rail head notch at its upper end and said forked portion having an inverted V-shaped crotch between the prongs adapted to form a pry-hole for the insertion of an extracting tool.

Signed at the city of Moncton, Province of New Brunswick, this sixth day of March A. D. 1911.

FRANK EVERETT JONAH.

Witnesses:

FRANK A. McCULLY,
M. J. HENDRICK,
AUGUSTA A. WILCOX.