G. F. GARRITY.

RAILROAD SPIKE.

APPLICATION FILED MAY 11, 1907.

915,586. Patented Mar. 16, 1909.

Fig. 1.

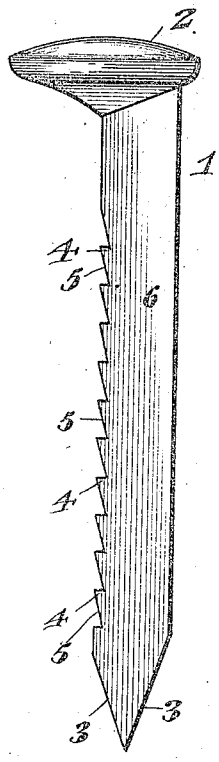


Fig. 2.

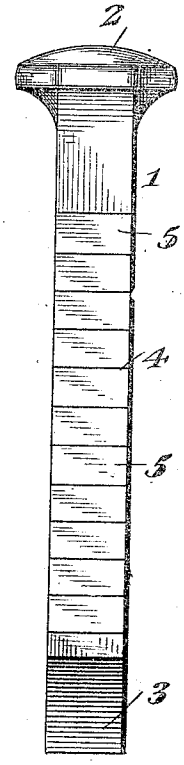
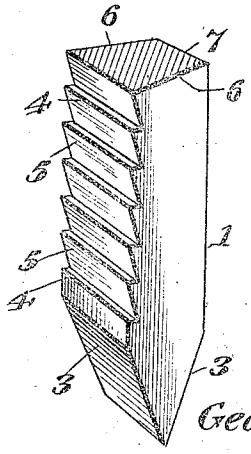


Fig. 3.



Witnesses
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UNITED STATES PATENT OFFICE.

GEORGE FRANCIS GARRITY, OF SCRANTON, PENNSYLVANIA.

RAILROAD-SPIKE.

No. 915,586. Specification of Letters Patent. Patented March 16, 1909.

Application filed May 11, 1907. Serial No. 373,068.

To all whom it may concern:

Be it known that I, GEORGE F. GARRITY, a citizen of the United States, residing at Scranton, in the county of Lackawanna and State of Pennsylvania, have invented a new and useful Railroad-Spike, of which the following is a specification.

The invention relates to improvements in railroad spikes.

The object of the present invention is to improve the construction of railroad spikes, and to increase the holding power of the same, and at the same time enable them to resist more effectively the tendency of the rails to spread.

A further object of the invention is to provide a railroad spike of this character, adapted to be constructed as cheaply as an ordinary railroad spike, and capable of being used with the same facility as an ordinary spike on the various portions of a track.

With these and other objects in view, the invention consists in the construction and novel combination of parts hereinafter fully described, illustrated in the accompanying drawing, and pointed out in the claim hereto appended; it being understood that various changes in the form, proportion, size and minor details of construction, within the scope of the claim, may be resorted to without departing from the spirit or sacrificing any of the advantages of the invention.

In the drawing:—Figure 1 is a side elevation of a railroad spike, constructed in accordance with this invention. Fig. 2 is a front elevation of the same. Fig. 3 is a sectional perspective view of a portion of the body of the spike.

Like numerals of reference designate corresponding parts in all the figures of the drawing.

The railroad spike comprises a straight body 1 and a rail-engaging head 2 of the ordinary construction. The straight body portion is provided with a tapered lower end 3 to enable the spike to be readily driven into a cross tie, and it has horizontal ribs or teeth 4 at its front face for engaging the wood of a cross tie to prevent the spike from being loosened by the rebound of the rails incident to the passage of a train over the same. The ribs or teeth have inclined faces and horizontal upper edges or shoulders, and they form intervening recesses 5, into which the wood of the cross tie is crowded by the weight of a train, whereby the holding power of the spike is materially increased. The shoulders, formed by the upper edges of the ribs or teeth, effectually prevent the spike from being loosened by the rebound of a rail.

The body of the spike is truncated wedge-shaped in cross section being tapered horizontally and provided with rearwardly converging side faces 6, as clearly illustrated in Fig. 3 of the accompanying drawing. The side faces converge from the front face of the spike, which is of greater width than the rear face 7, and by means of the rearward taper of the body of the spike, the wood operates to crowd the spike toward the rail, and the spike is enabled to resist more effectively the tendency of the rails to spread. The teeth or ribs extend entirely across the front face of the spike, and the inclined ~~front~~ faces of the ribs or teeth do not interfere with the driving of the spike into a cross tie, or other timber.

Having thus fully described my invention, what I claim as new and desire to secure by Letters Patent, is:—

A railroad spike made of a single piece with a point and an integral head of uniform cross-sectional area from the head to the point and having a relatively broad vertical front face and provided thereat with horizontal ribs or teeth extending entirely across the said front face and having horizontal shoulders at their upper edges and intervening inclined faces, said body being truncated wedge-shaped in cross section below the head and tapered rearwardly to form angularly related side faces, which converge from the front face of the body portion of the spike to the rear face thereof, the latter being vertical and in parallelism with the front face and flat and of a width slightly less than the width of the front face, and the said rearwardly converging side faces being adapted to cause the spike to be forced forward by the pressure of the crowded wood when the spike is driven into the cross tie, whereby the teeth of the spike will be firmly engaged with the wood, the flat rear face of the spike preventing outward movement of the same.

In testimony, that I claim the foregoing as my own, I have hereto affixed my signature in the presence of two witnesses.

GEORGE FRANCIS GARRITY.

Witnesses

JAMES P. MCHUGH,

EDWARD MCDONNELL.