(No Model.)

H. GREER.

RAILROAD SPIKE.

No. 258,052. Patented May 16, 1882.

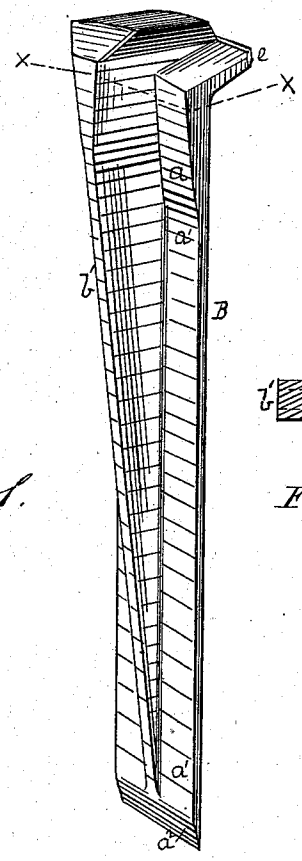


Fig. 1.

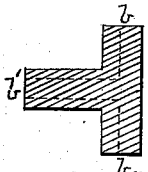


Fig. 2.

Witnesses
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UNITED STATES PATENT OFFICE.

HOWARD GREER, OF CHICAGO, ILLINOIS, ASSIGNOR OF ONE-HALF TO GEORGE H. CHRISTY, TRUSTEE, OF SEWICKLEY, PENNSYLVANIA.

RAILROAD-SPIKE.

SPECIFICATION forming part of Letters Patent No. 258,052, dated May 16, 1882.

Application filed March 3, 1882. (No model.)

To all whom it may concern:

Be it known that I, HOWARD GREER, of Chicago, county of Cook, State of Illinois, have invented or discovered a new and useful Improvement in Railroad-Spikes; and I do hereby declare the following to be a full, clear, concise, and exact description thereof, reference being had to the accompanying drawings, making a part of this specification, in which—like letters indicating like parts—

Figure 1 is a view in perspective of my improved spike, and Fig. 2 is a sectional view thereof in the plane of the line *x x* of Fig. 1.

The general features of the spike herein shown are made the subject-matter of a separate application; and the present application relates to a spike having more specifically the construction now to be described. The shank B is of a T form in cross-section, with the back rib, *b'*, tapering in depth from at or near the upper end, or at or about the wood-line, down to, or nearly to, the point. Each of the side ribs, *b*, tapers in thickness from the point of junction with the head down to a point at or about the wood-line, but preferably below, as indicated at *a*. From at or about this point each side rib is made substantially of uniform thickness in the direction of its length down to within a short distance of the point, as indicated at *a'*, and thence, as at a^2, each rib tapers to the point. This construction gives me in some respects an exceedingly advantageous disposition of the metal with reference to securing strength and holding power with a moderate amount of material. For example, the severest breaking strain to which a railway-spike is ordinarily subjected acts between the point of its engagement with the rail-flange and a point at, near, or a little below the wood-line, and from this point down, where a less degree of strength is required, a maximum degree of holding power is desired. These desirable ends I secure by heavy side ribs, *a*, at the upper end, which taper down and merge into the comparatively thin parts *a'*. The tapering end a^2 opens a path during driving for the entrance of the straight-sided part *a'*, so the latter has a good degree of holding power.

Modifications in other parts may be made as desired, and the improvement described may be applied to spikes wherein the lip *e* is made so as to project laterally to one side over one or the other of the ribs *b*, or backward over the back rib, *b'*, a broad bearing-surface being added immediately under the base of the lip to take the wear of the edge of the rail-flange.

The spike thus formed may be made in any of the ways known to the art, as by casting, forging, or rolling, or by a combination of the two latter operations.

I claim herein as my invention—

A railroad-spike, three-ribbed or of T form in cross-section, wherein the side ribs constituting the T-head are made heavy and tapering at their upper ends, as at *a*, of uniform thickness, thence nearly to the point, as at *a'*, and thence tapering, as at a^2, to the point, substantially as set forth.

In testimony whereof I have hereunto set my hand.

HOWARD GREER.

Witnesses:
FRANK J. LOESCH,
JACOB GREMLY, Jr.