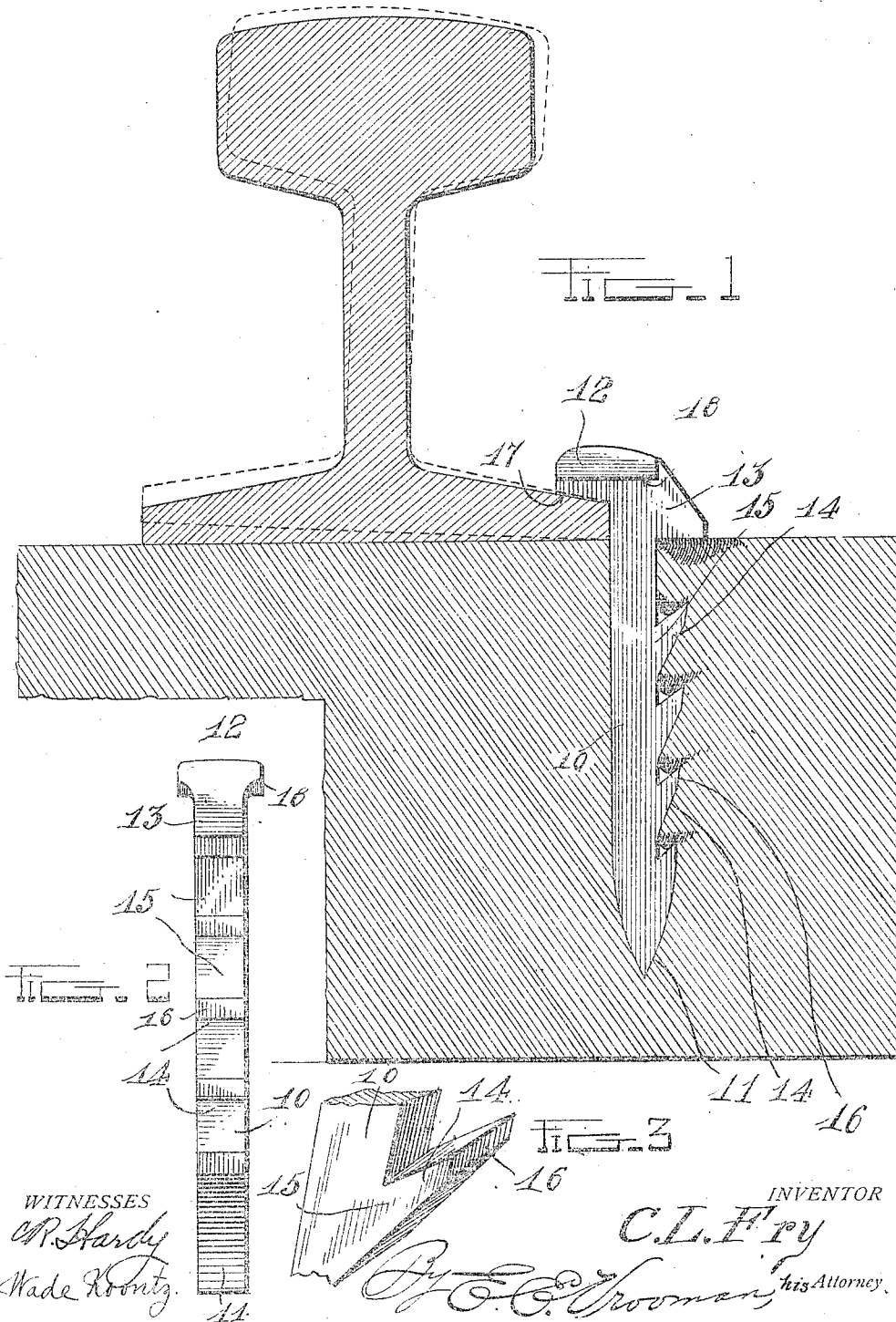


C. L. FRY.
RAILROAD SPIKE.

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1,051,212.

Patented Jan. 21, 1913.



WITNESSES
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UNITED STATES PATENT OFFICE.

CLARK L. FRY, OF OXFORD, WISCONSIN.

RAILROAD-SPIKE.

1,051,212.

Specification of Letters Patent.

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To all whom it may concern:

Be it known that I, CLARK L. FRY, citizen of the United States, residing at Oxford, in the county of Marquette and State of Wisconsin, have invented certain new and useful Improvements in Railroad-Spikes, of which the following is a specification, reference being had therein to the accompanying drawing.

This invention relates to a railroad spike and has for its object the production of a spike adapted to be easily driven in a wooden tie and so formed as to prevent its withdrawal.

Another object of this invention is the production of a spike which prevents the rail from tilting.

With these and other objects in view this invention consists in certain novel combinations, constructions, and arrangement of parts as will be hereinafter fully described and claimed.

In the accompanying drawings:—Figure 1 is a vertical section of the tie showing the spike embedded in a tie and holding the rail upon the tie. Fig. 2 is a rear elevation of the spike. Fig. 3 is a fragmentary view of the spike showing the construction of one of its teeth.

This spike consists of a flat four sided shank 10 tapering at one end to the point 11. Formed on the other end of the shank 10 is a head 12 adapted to over-hang the rail. Extending from head 12 is a heel 13, this heel is adapted to lie flat on the tie, thus preventing any rearward movement of the spike.

Formed on the shank of the spike and coming under the heel 13 are upwardly extending teeth 14. These teeth have an enlarged base 15 and a beveled edge 16, said beveled edge 16 forming a sharp cutting edge for the teeth 14. These teeth are graduated in size so as to make it easy to drive the spike into the tie. While these teeth 14 are of large size the beveled edge 16 which forms a sharp cutting edge and enables the teeth to cut far enough into

the tie to form a good grip this can be readily seen by referring to Fig. 1.

The heel 13 prevents any tilting of the rail which is shown in dotted position in Fig. 1 as the rail pushing up on the under side 17 of the over-hanging head 12 would force the heel 13 against the tie thus preventing any movement of the rail.

The head 12 is provided with laterally extending flanges 18 which are adapted to be used for gripping means for a spike puller.

It will be obvious from the foregoing description that any upward strain on the spike will make the upwardly extending teeth 14 take a firmer grip in the tie by reason of its upwardly converging faces and its bevel edge which forms a sharp cutting edge.

There has thus been provided a simple and efficient device of the kind described and for the purpose specified.

Having thus described the invention what is claimed as new, is:—

As an improved article of manufacture, a railroad spike comprising a shank, a head integral with said shank, said shank provided, under said head, with a depending rail-engaging web projecting to the outer edge of said head and with an outwardly comparatively-long heel, said heel extending longitudinally of the shank and a considerable distance below the lower edge of the web, said shank being provided under the heel with a few comparatively large teeth, each tooth being broad at its base and converging upwardly into a knife-like cutting edge, the uppermost tooth being of such length with respect to the heel as to constitute, with said heel, a comparatively large pocket for receiving a portion of a tie when the spike is driven therein, substantially as shown.

In testimony whereof I hereunto affix my signature in presence of two witnesses.

CLARK L. FRY.

Witnesses:

J. W. DANIELS,
Geo. W. EVANS.