

J. A. BROWN.
RAILROAD SPIKE.
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1,438,575.

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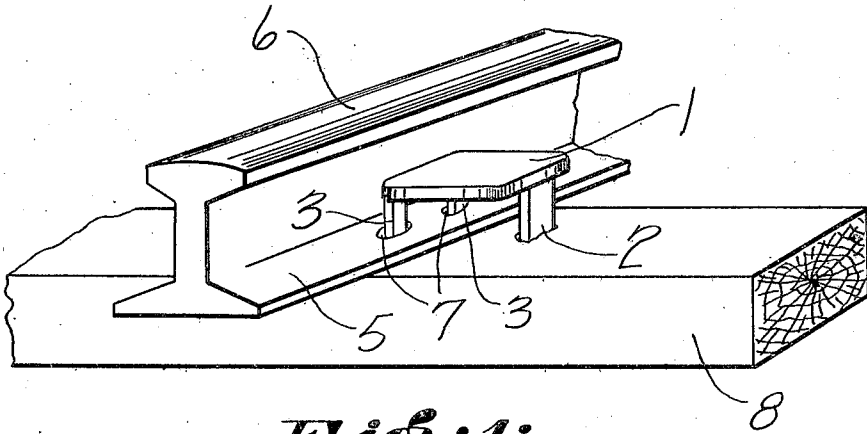


Fig. 1.

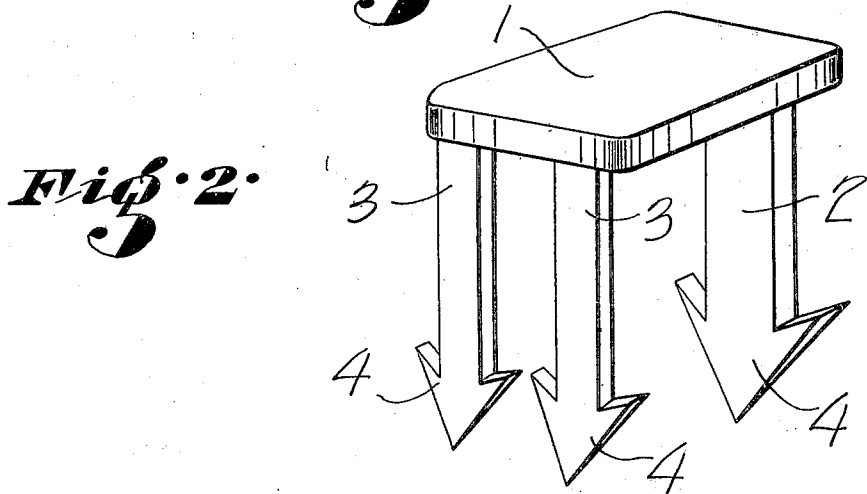


Fig. 2.

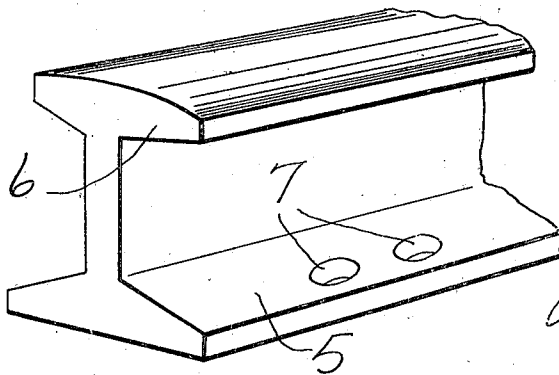


Fig. 3.

INVENTOR
Joseph A. Brown
BY
Adam E. Fisher
ATTORNEY

UNITED STATES PATENT OFFICE.

JOSEPH A. BROWN, OF HERMLEIGH, TEXAS.

RAILROAD SPIKE.

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To all whom it may concern:

Be it known that I, JOSEPH A. BROWN, a citizen of the United States, residing in the city of Hermleigh and State of Texas, have invented new and useful Improvements in Railroad Spikes, of which the following is a specification, reference being had to the accompanying drawings.

This invention is a railroad spike, and the object is to provide a spike having three barbed prongs for securing the rail to the tie, the foot of the rail being pierced with holes to accommodate two of the prongs.

In the drawings:

Figure 1 is a perspective view showing a spike of this construction located in place on a rail and tie and driven partly home.

Figure 2 is a perspective view of the spike itself.

Figure 3 is a perspective view of a rail section, pierced with two holes for receiving two prongs of the spike.

The invention consists of a three pronged spike, having a driving head 1, a relatively large back prong 2 and two relatively small frontal prongs 3, the latter being spaced side by side and substantially away from the prong 2, and all the prongs being of the

same length and provided with barbs 4. The base 5 of the rail 6 is pierced with holes 7 to receive the two small prongs 3, which are driven through these holes into the tie 8, while the large prong 2 is driven directly into the tie.

The operation and use of this spike is obvious.

While I have herein described a certain specific method of constructing and assembling the elements of my invention, it is understood same may be varied in minor details, not departing from the spirit of my invention, as defined in the appended claim.

I claim:

In combination with a railroad tie and rail, the latter having two holes pierced through its foot, a three pronged spike comprising a driving head, a relatively large barbed prong for driving directly into the tie; and two relatively small barbed prongs for driving into the tie through the holes in the foot of the rail.

JOSEPH A. BROWN.

Witnesses:

TOM REEVES,
M. FENTRY.