

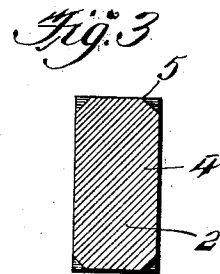
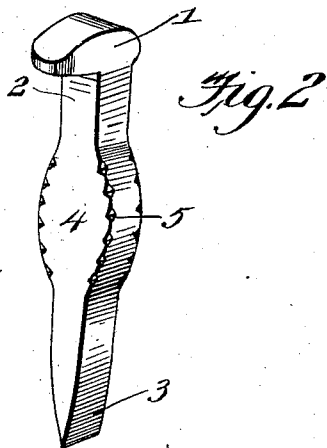
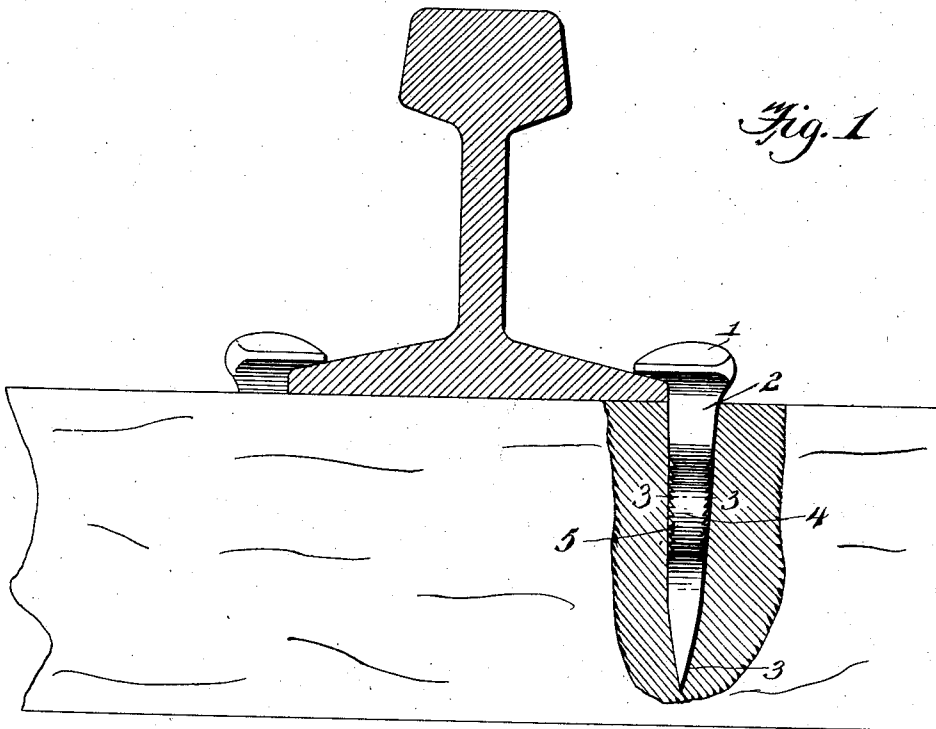
A. M. HARDING.

SPIKE.

APPLICATION FILED MAY 20, 1911.

1,047,802.

Patented Dec. 17, 1912.



Witnesses
W. S. Hollowell
R. B. Eganagh

Inventor
Alra M. Harding
By Victor J. Evans
Attorney

UNITED STATES PATENT OFFICE.

ALVA M. HARDING, OF COUDERSPORT, PENNSYLVANIA.

SPIKE.

1,047,802.

Specification of Letters Patent.

Patented Dec. 17, 1912.

Application filed May 20, 1911. Serial No. 628,463.

To all whom it may concern:

Be it known that I, ALVA M. HARDING, a citizen of the United States, residing at Coudersport, in the county of Potter and State of Pennsylvania, have invented new and useful Improvements in Spikes, of which the following is a specification.

The present invention relates to a novel and useful form of spike adapted especially for securing a railway rail to a tie, although it will, of course, be understood that the invention is applicable to other purposes or other uses.

In carrying out my invention, it is my purpose to provide a spike having a shank so formed that the spike when driven home in a tie can not be easily removed so that the spike when driven into a tie or the like will be firmly held in position so that the liability of the accidental loosening of the spike due to jars and shocks of trains passing over the track is greatly reduced.

It is also my purpose to provide a spike embodying in its construction the desired features of simplicity, durability and strength coupled with cheapness of cost and manufacture.

With the above-recited objects in view and others of a similar nature, the invention consists in the construction, combination and arrangement of parts, set forth in and falling within the scope of the appended claim.

In the accompanying drawing:—Figure 1 is a cross section of a rail, and a portion of a tie, showing the rail attached to the tie through means of my improved spike. Fig. 2 is a perspective view of the spike. Fig. 3 is a cross sectional view of the same, taken on the line 3—3 of Fig. 1.

Referring now to the accompanying drawing in detail, the numeral 1 indicates the head of the spike which is of the well-known form while 2 designates the shank of the spike connected to the head. This shank is

beveled or sharpened as at its lower end 3 in the usual manner, while intermediate its length such shank is widened or enlarged laterally as at 4, the sides of the shank being curved or bulged outwardly as at 5 to form such enlargement, the edges of the latter being notched or serrated to more securely engage the fiber of the tie.

By so serrating or notching the enlarged approximately elliptical central portion of the spike, the latter when driven into the wood will be firmly held, as the serrations engage or grip the fibers of the wood, the serrations or teeth being inclined upward, so that when the spike is driven home in the tie the teeth will embed themselves in the wood and will prevent the spike from becoming dislodged under ordinary shocks and jars. It will be noted that the outwardly curved sides of the enlarged portions of the spike taper gradually downward toward the point of the shank until they merge into the lower portion of the shank. By this construction the spike may be easily and readily driven into position in the tie until the head contacts with the base of the rail.

I claim:—

A spike comprising a head portion, a shank portion, the body of said shank being swelled or enlarged to provide opposite convex faces bulged outwardly of the proximate sides of the shank and each of a width substantially equal to the similar dimension of the adjacent side of said shank, the edges of the enlarged portion formed by the sides and ends of the shank being provided with a series of notches.

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

ALVA M. HARDING.

Witnesses:

BELLE FOURNESS,
EDWARD FOURNESS.