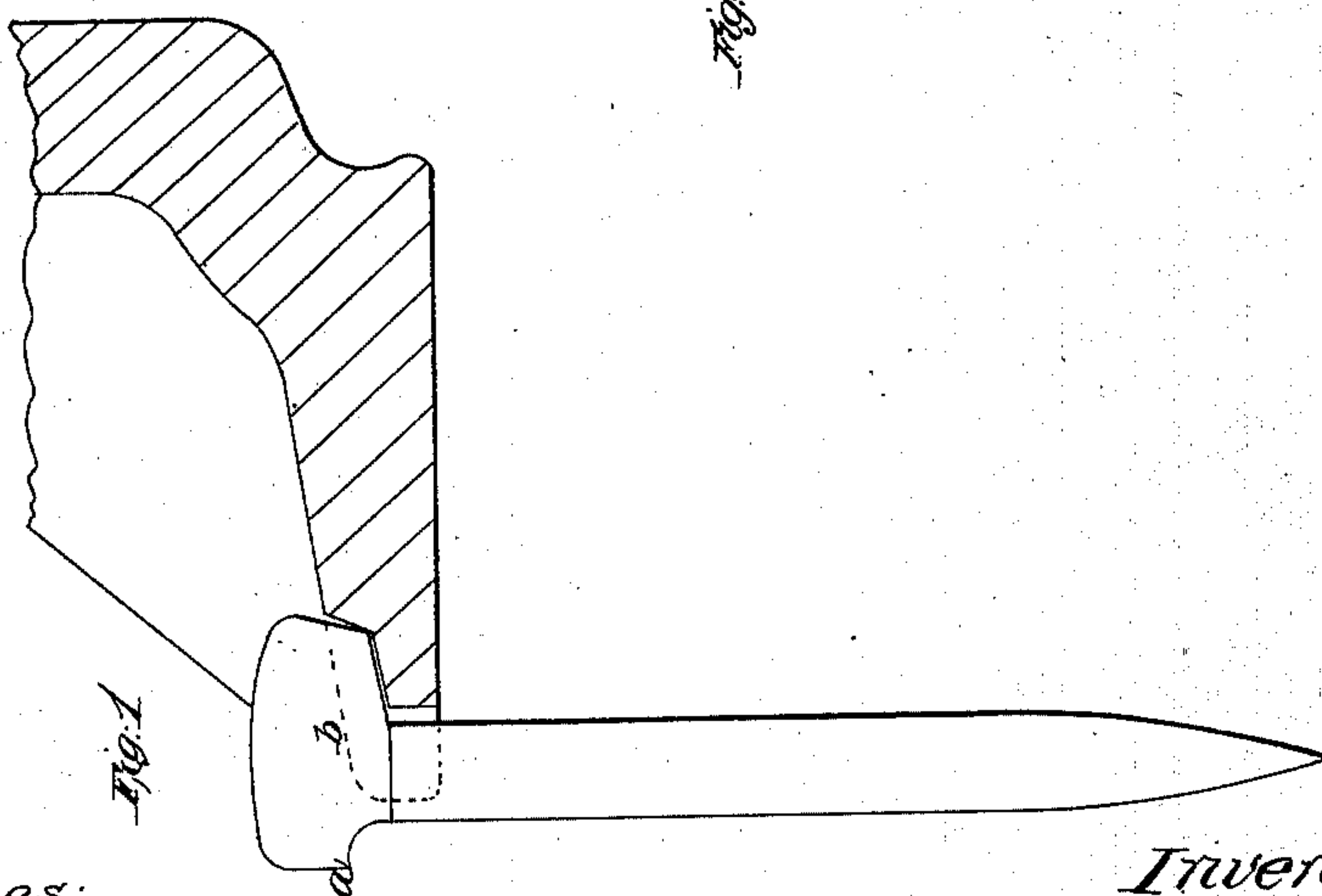
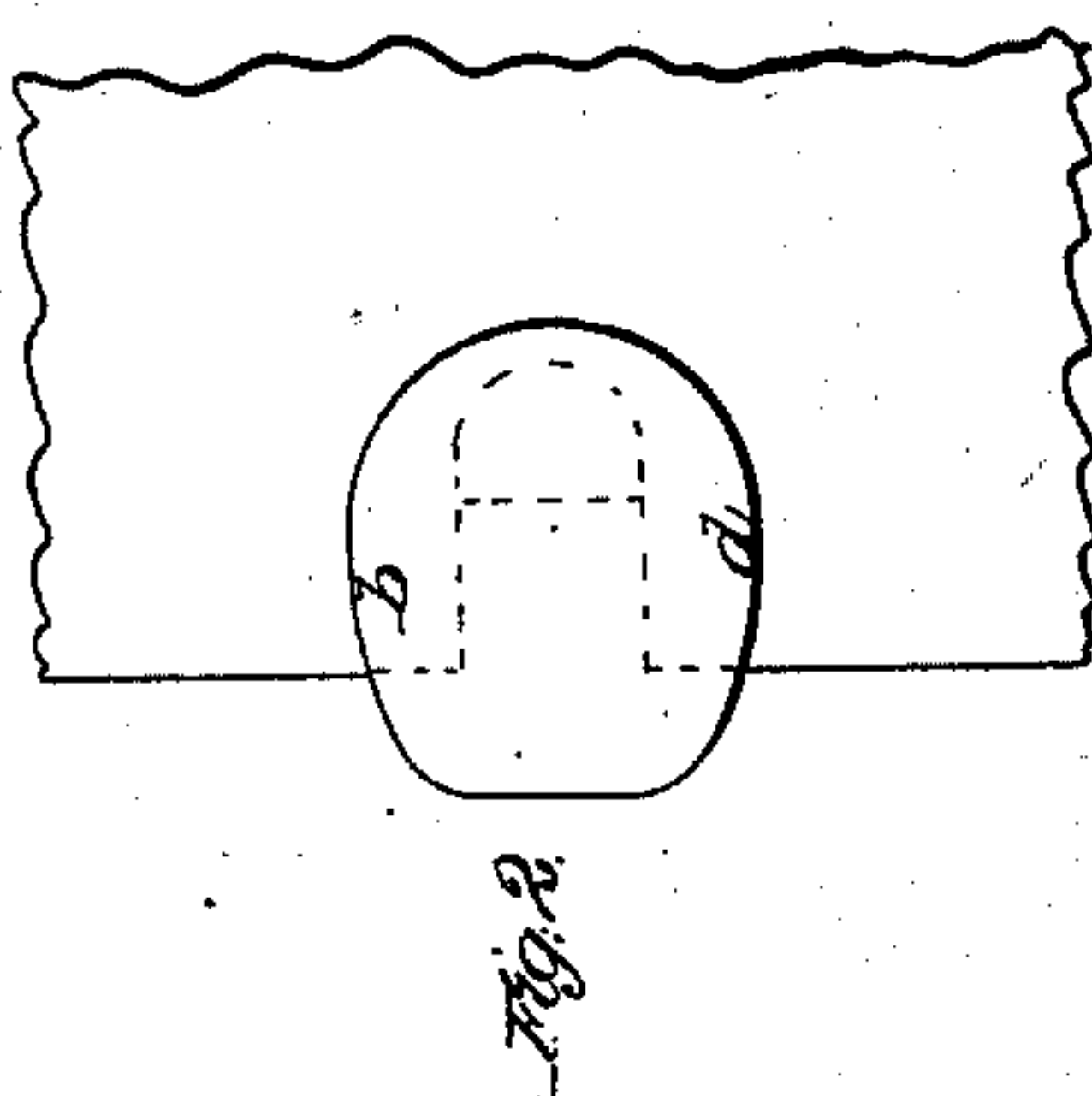
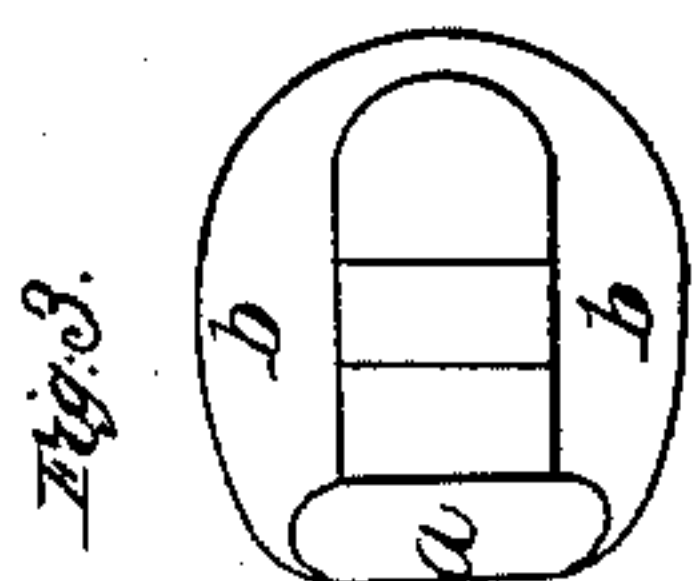


G. W. R. Bayley,

Railroad Spike.

N^o 26,343.

Patented Dec. 6, 1859.



Witnesses:
Geo. H. Kline
John C. Colburn

Inventor:
G. W. R. Bayley

UNITED STATES PATENT OFFICE.

G. W. R. BAYLEY, OF BRASHEAR, LOUISIANA.

HOOK-HEADED SPIKE.

Specification of Letters Patent No. 26,343, dated December 6, 1859.

To all whom it may concern:

Be it known that I, G. W. R. BAYLEY, of Brashear, in the parish of St. Mary and State of Louisiana, have invented a new and useful Hook-Headed Spike for Railway-Rails; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings, forming a part of this specification, in which—

Figure 1, is a side view of my spike showing its application to, holding down my improved brace bearing piece, a portion of which is shown in red lines. Fig. 2, is a top view of the same. Fig. 3, is a bottom view of my spike.

Similar letters indicate like parts in the three figures.

My invention consists in forming on a rail spike head of a peculiar shape, a supplemental lip projecting out behind its head for allowing the insertion under it of an edged crow bar for drawing out the spike; and in so forming the head of the spike that it will keep the nut guards in place and securely lock them under the nuts of the rail bolts where nut bolts are used; and so that the heads of the spikes will fit beveled shaped recesses in the nut fastenings and brackets or brace bearing pieces and not only keep them in place but prevent them from tilting or moving in any direction, besides, the peculiar shaped head given to my rail spike is much stronger and will adapt itself to all the various requirements of the ordinary hold-down spikes.

To enable those skilled in the art to understand my invention I will proceed to describe its construction and operation.

The spike represented by Figs. 1, 2, and 3, has a lip *a*, projecting out from behind its head which allows for the insertion of a claw-bar for starting the spike when the claw can be used for withdrawing the spike altogether. This permits the spike to be withdrawn with ease and facility and without bending or twisting the shank, as is invariably the case in the usual method of drawing common rail spikes, and frequently these spikes are so bent and injured in drawing as to render them useless. With the supplemental lip *a*, as shown in the drawings, the spikes can be drawn out vertically and without bending or injuring them, therefore they can be used again.

The head of my improved rail spike, has its sides *b*, *b*, and front of the head beveled downward and inward, but convex. This

configuration of the head fits into a corresponding recess or beveled sided hole in the nut fastening which is used to lock the nuts of rail bolts, described by me in a former application, and prevent the nut fastenings from becoming loose in consequence of the passing and repassing of trains over the rail and also serves as a hold-down spike to secure the rail to the crosstie.

In my artificial base piece, or brace bearing, a spike of this description is very necessary for keeping said piece in a firm and fixed position against the outside face of the rail, and preventing it from getting loose, for in this case the base piece would be inefficient and rendered useless. The brackets, base bearing pieces and all those parts in which a spike can be used advantageously are recessed to correspond with the under convex surface of the spike head, and the spikes will in every instance hold down, as well as sidewise, these pieces and prevent the possibility of their getting loose or escaping in any direction.

These spikes are specially adapted and particularly useful for my improvements in rails, rail-supports and fastenings and the nut fastenings for rail bolts, still they will be found equally if not more efficient than the ordinary railroad spike, as a hold-down spike; and the supplemental lip in the rear of the spike head, if added or attached to the heads of the common or ordinary patterns of railroad spikes, or to rail spikes of any pattern, will, by facilitating their quick and easy withdrawal, without injury to the spike by bending or twisting the same, result in great economy to railway companies using them.

I do not wish to confine myself to the use of the supplemental lip to spikes of my peculiar pattern of spike head, but I desire also to claim the said supplemental lip when attached or added to spike heads of any pattern or form whatever.

What I claim as my invention and desire to secure by Letters Patent, is,

The improved railroad spike having the sides and front of its head beveled downward and inward but convex and having the peculiar projecting lip or hook behind for facilitating its easy withdrawal, as a new article of manufacture.

G. W. R. BAYLEY.

Witnesses:

THOS. KLUNPETER,
WM. ROBERTSON.