

(No Model.)

J. H. MORGAN.

RAILROAD SPIKE.

No. 252,892.

Patented Jan. 31, 1882.

Fig. 1.

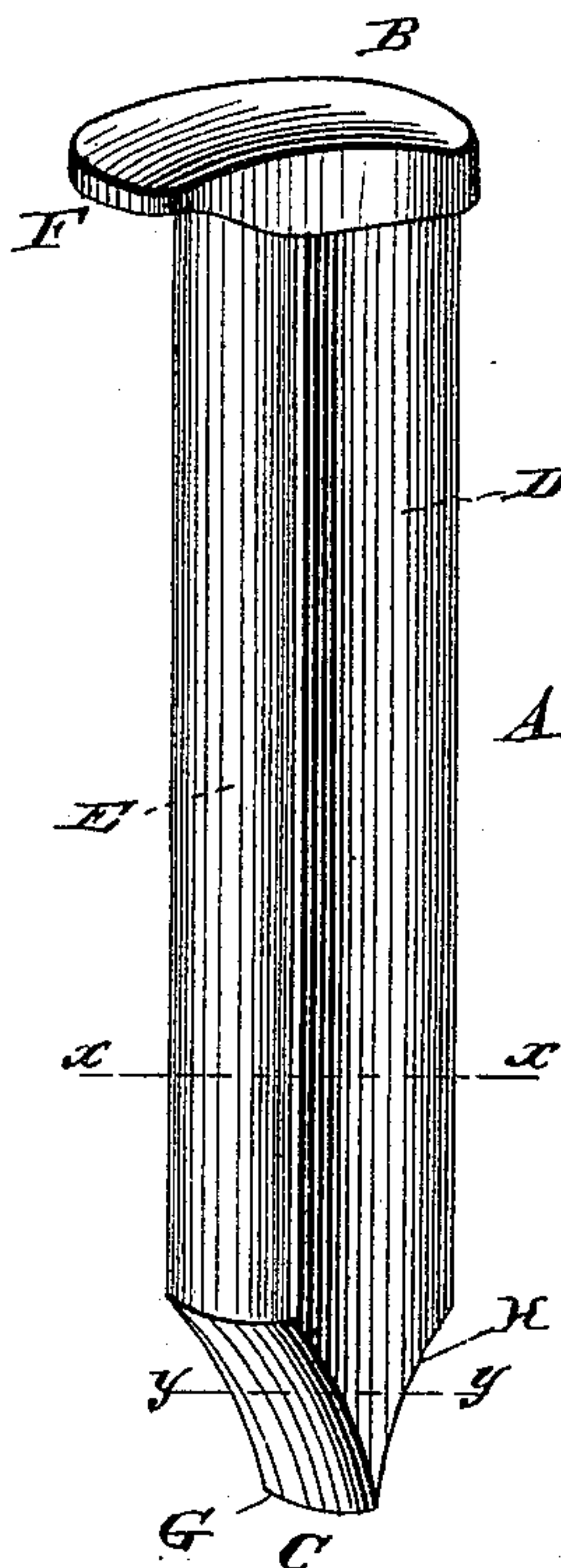


Fig. 2.

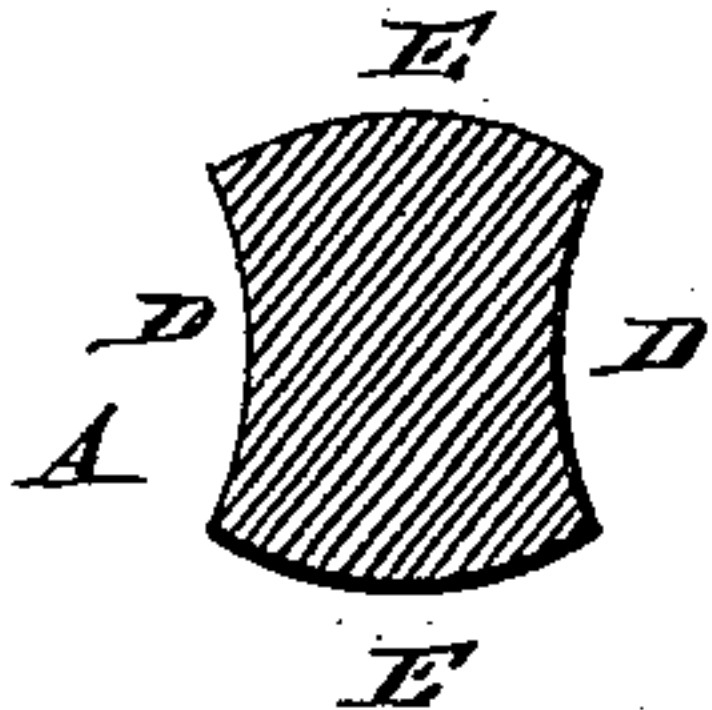
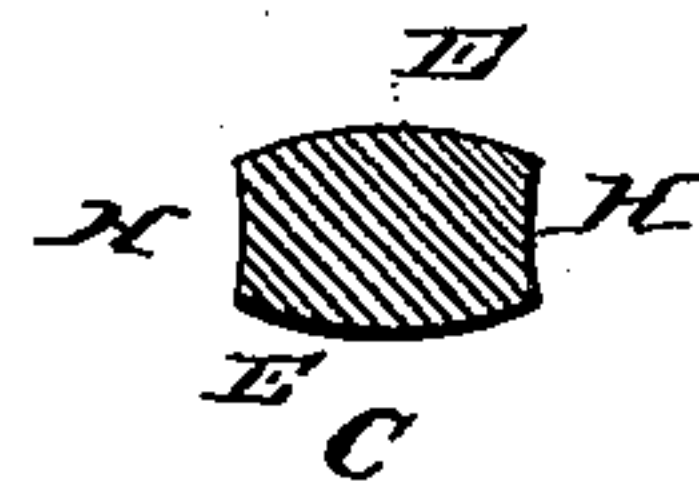


Fig. 3.



WITNESSES

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UNITED STATES PATENT OFFICE.

JAMES HENRY MORGAN, OF BRUNSWICK, MISSOURI.

RAILROAD-SPIKE.

SPECIFICATION forming part of Letters Patent No. 252,892, dated January 31, 1882.

Application filed September 24, 1881. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. MORGAN, of Brunswick, in the county of Chariton and State of Missouri, have invented certain new and useful Improvements in Railroad-Spikes; and I do hereby declare that the following is a full, clear, and exact description of the invention, which will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, which form a part of this specification.

Figure 1 is a perspective view. Fig. 2 is a sectional view on the line $x x$, and Fig. 3 is a sectional view on the line $y y$.

Corresponding parts in the several figures are denoted by like letters of reference.

This invention relates to railroad and other large spikes; and it consists in certain improvements in the construction of the same, which will be hereinafter fully described, and particularly pointed out in the claim.

A in the drawings indicates the shank or body, B the head, and C the point, of my improved spike.

The shank A, which is shown in cross-section in Fig. 2 of the drawings, has two of its sides, D D, made concave or fluted vertically, as shown, while the two remaining sides E E are made convex or bulging.

The head B is formed, in the usual manner, with a lip, F, projecting beyond one of the sides of the spike. The construction of the head, however, is immaterial, and forms no part of my present invention.

The point C is formed by chamfering the convex sides E of the spike, so as to form a sharp edge, G, the fluting or concavity of the sides D being continued down along the straight sides of the point, as shown at H H.

By the construction of the spike as above described a much larger bearing-surface is gained than in an ordinary square spike of the same weight, and it will consequently "bind" much more firmly and safely. The configuration of the sides being continued down to the very edge of the point renders the spike more readily driven and the wood less liable to split; and, finally, owing to its peculiar construction, the spike is not liable to turn or twist while being driven, thus weakening its hold upon the rail-flange.

Having thus described my invention, I claim and desire to secure by Letters Patent of the United States—

The herein-described improved spike, consisting of the head B and body A, having parallel fluted sides D H D H and convex sides E E, the lower ends of which are chamfered to form the sharp-edged point C, as herein described, for the purpose set forth.

In testimony that I claim the foregoing as my own I have hereto affixed my signature in presence of two witnesses.

JAMES HENRY MORGAN.

Witnesses:

F. BOWMAN,
E. A. BOWMAN.