

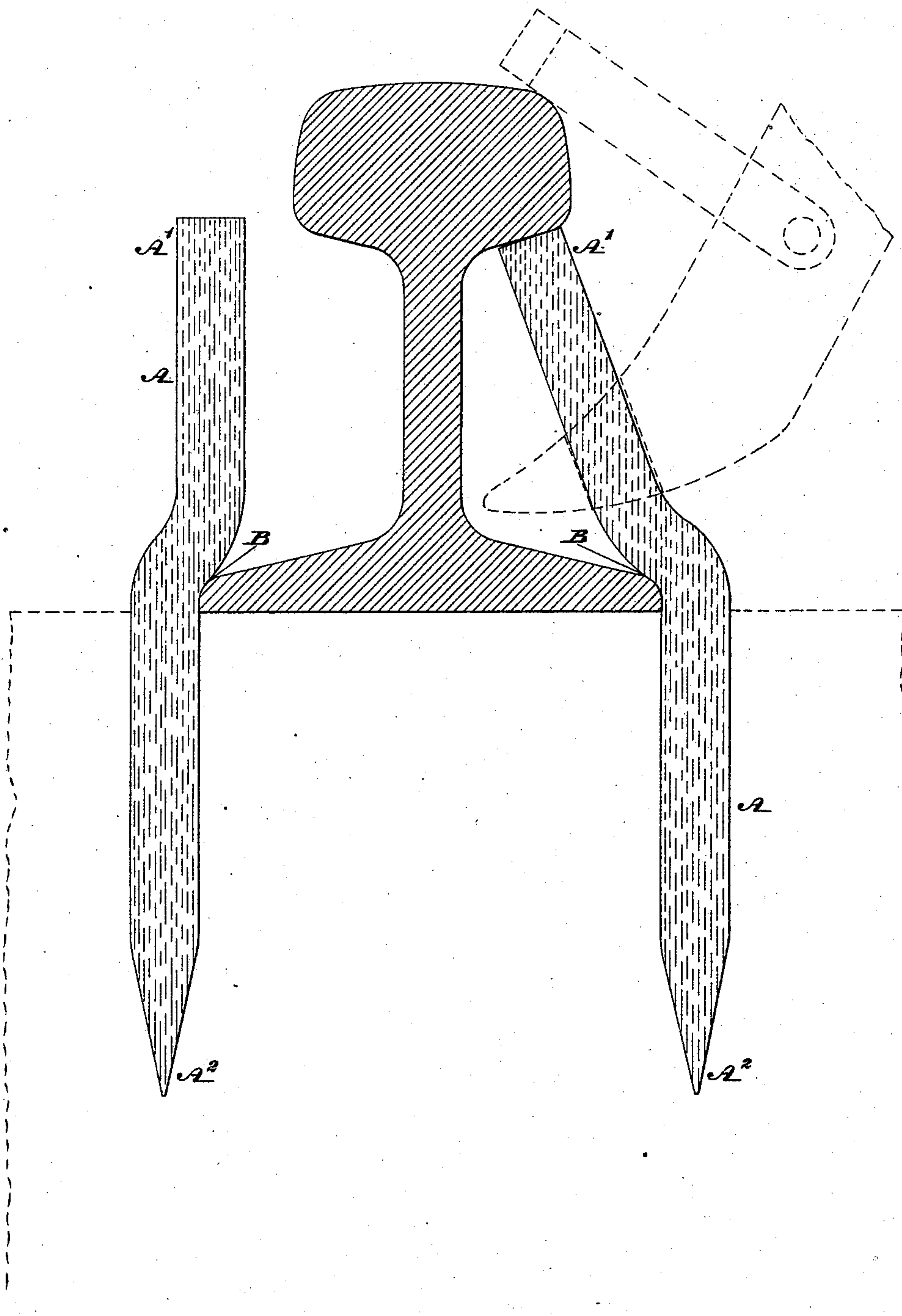
(No Model.)

J. T. NULTY.

SPIKE.

No. 352.883.

Patented Nov. 16, 1886.



WITNESSES:

W. P. Grant,
L. Douville

INVENTOR:

James T. Nulty
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UNITED STATES PATENT OFFICE.

JAMES T. NULTY, OF PHILADELPHIA, ASSIGNOR OF ONE-HALF TO THOMAS J. CRUMBIE, OF CHESTER, PENNSYLVANIA.

SPIKE.

SPECIFICATION forming part of Letters Patent No. 352,883, dated November 16, 1886.

Application filed May 15, 1886. Serial No. 202,243. (No model.)

To all whom it may concern:

Be it known that I, JAMES T. NULTY, a citizen of the United States, residing in the city and county of Philadelphia, State of Pennsylvania, have invented a new and useful Improvement in Spikes, which improvement is fully set forth in the following specification and accompanying drawings, in which the figure represents a side elevation of a spike embodying my invention.

My invention consists of a railway-spike formed of a rolled bar sharpened at one end and slightly bent near its middle to enable it when driven to catch over the edge of the flange or base of the rail, and extending then upward to such distance as when bent sidewise will form a brace or support to the head of the rail.

Referring to the drawings, A represents a spike, which is constructed of a rolled bar of suitable metal bent in the direction of its length, or deflected laterally between its ends, producing a curved shoulder, B, and forming head and point portions A' A², which are parallel or approximately parallel and right-lined, and continuous of each other, united by said shoulder B.

The spike, as shown at the left hand of the rail, is driven into the sleeper or other support of the rail adjacent to the base thereof, and the upper or head point then bent inwardly until its extreme top is beneath the head of the rail, the shoulder B engaging with the upper face of the base of the rail, the position of parts being shown at the right hand of

the rail. By these means the rail is firmly connected with the sleeper or support, the head of the rail sustained, and as the spike is in contact with the head of the rail it is prevented from working loose or vertical displacement, the use of sleepers, chairs, &c., being also obviated.

When the spike is to be removed, its head part is bent outwardly, in order to clear the head of the rail, and the spike may then be extracted in any suitable manner.

A tool with a claw at its side, and a pivoted clevis for bending the spike in either direction and extracting the same, are shown in dotted lines; but the same form no part of the present invention.

I am aware that it is not new to form a spike with a shouldered portion adapted to receive the blows for driving the same; and such I do not claim.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

A railway-spike formed of a rolled bar sharpened at one end and slightly bent near its middle to enable it when driven to catch over the edge of the base of the rail, and extending thence upward to such distance as that when bent sidewise will form a brace or support to the head of the rail, substantially as described and shown.

JAMES T. NULTY.

Witnesses:

THOS. J. CRUMBIE,

JOHN A. WIEDERSHEIM.