

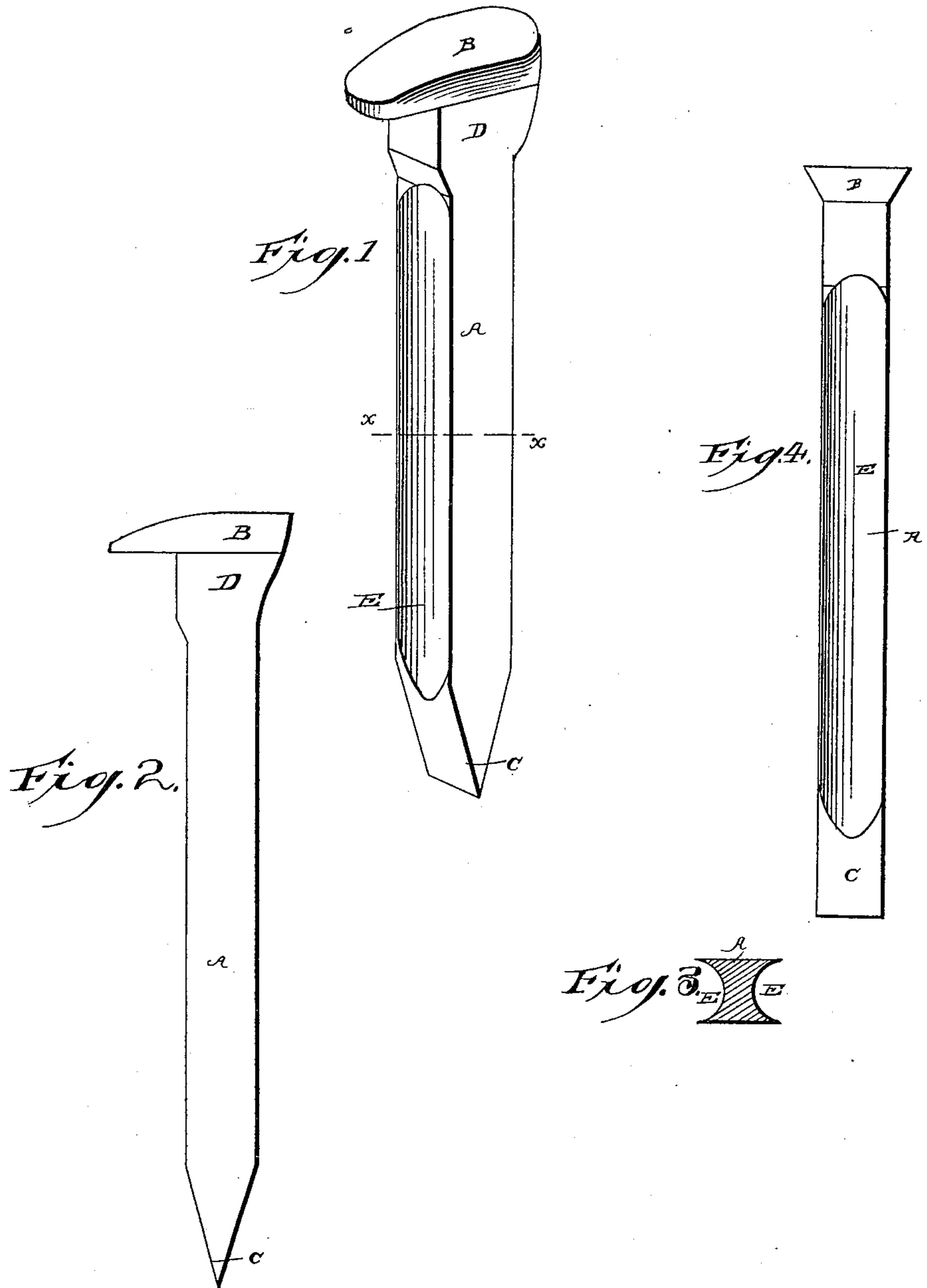
(No Model.)

J. H. MORGAN.

RAILROAD SPIKE.

No. 371,471.

Patented Oct. 11, 1887.



Witnesses

Henry G. Dietrich
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UNITED STATES PATENT OFFICE.

JAMES H. MORGAN, OF BRUNSWICK, MISSOURI.

RAILROAD-SPIKE.

SPECIFICATION forming part of Letters Patent No. 371,471, dated October 11, 1887.

Application filed July 1, 1887. Serial No. 243,113. (No model.)

To all whom it may concern:

Be it known that I, JAMES H. MORGAN, a citizen of the United States, residing at Brunswick, in the county of Chariton and State of Missouri, have invented a new and useful Improvement in Railroad-Spikes, of which the following is a specification.

My invention relates to an improvement in railroad-spikes; and it consists in the construction and arrangement of the parts of the same, which will be more fully hereinafter described, and clearly pointed out in the claims.

In the accompanying drawings, wherein like letters of reference indicate similar parts in the several views, Figure 1 is a perspective view of my improved railroad-spike. Fig. 2 is a side elevation thereof. Fig. 3 is a transverse vertical section on the line *x x* of Fig. 1. Fig. 4 is a rear elevation of the spike.

A indicates the body of the spike, and B the head. C indicates the chisel-point which is formed therewith, and D the enlargement formed immediately under the head B.

The front and rear sides of the said spike are provided with semicircular grooves E E, which form the cutting-edges with the side faces of the said spike. The said grooves E E extend from the enlarged portion D, adjacent to the head B, down to the chisel-point C. The enlargement D extends upward to the head B from said grooves E, both from the front and the rear sides of the spike. The enlargement extending from the upper end of the rear groove E is gradual toward the head B, while the front side of said enlargement is abruptly formed with the groove E adjacent thereto. The rear side of the enlargement D is gradually inclined from the groove E upwardly and running into the rear portion of the head B. The front portion of the enlargement D extends downwardly from the under projecting portion of the head B in a true vertical plane for a short distance, and thence is formed with a short abrupt inclination, which enters the groove in proximity thereto.

In driving my improved spike into wood the chisel-point separates the fiber without cutting the same, and the cutting-edges formed by the grooves E pass into the wood, forming convex cuts, the wood of which fills the groove E. This action of the spike in the separation of the wood forms an opening for the entrance of the enlargement D, which provides a means of securing the said spike, in connection with the wood into which it is driven.

The novelty and utility of my improved device being obviously apparent and appreciable, it is unnecessary to further enlarge upon the same herein.

Having described my invention, what I claim as new is—

1. As an improved article of manufacture, a railroad-spike having an enlargement, D, formed immediately under the head, the rear side of which is gradually inclined, while the front side thereof is formed with a vertical surface and a short abrupt incline, said rear and front side of the enlarged portion running into semicircular grooves E, which form cutting-edges with the sides of the spike and terminate in a chisel-point, C, substantially as described.

2. As an improved article of manufacture, a railroad-spike having the chisel-point C, the semicircular grooves E in the front and rear sides extending from the chisel-point nearly to the head, and the enlargement D between the upper ends of the grooves and the head of the spike, the said enlargement being located on the front and rear sides of the spike corresponding with the grooves, substantially as set forth.

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

JAMES H. MORGAN.

Witnesses:

E. A. BOWMAN,

J. D. HIGNIGHT.