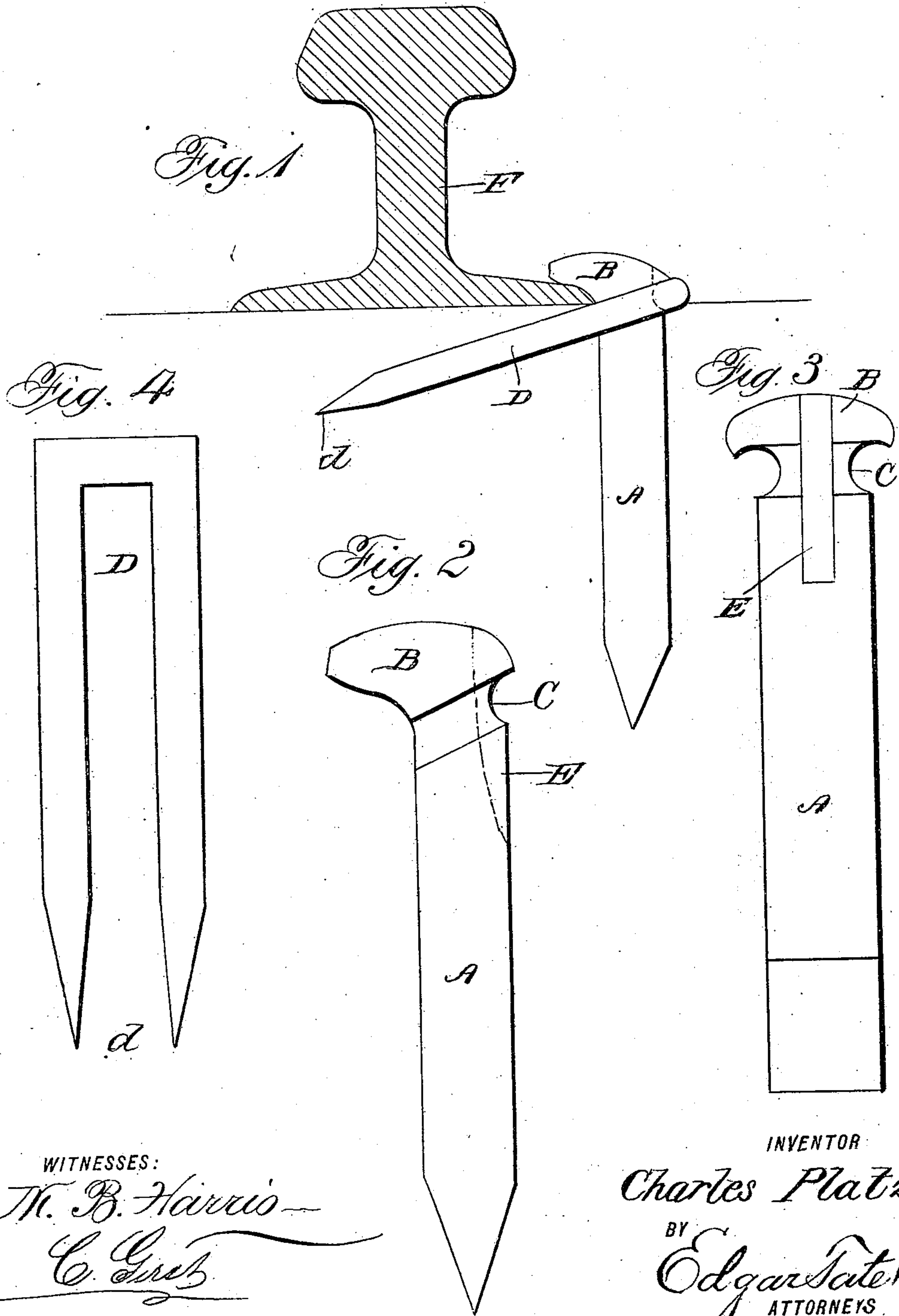


(No Model.)

C. PLATZ.
RAILWAY SPIKE

Patented Jan. 28, 1896.

No. 553,626.



WITNESSES:

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UNITED STATES PATENT OFFICE.

CHARLES PLATZ, OF NEW YORK, N. Y.

RAILWAY-SPIKE.

SPECIFICATION forming part of Letters Patent No. 553,626, dated January 28, 1896.

Application filed September 26, 1895. Serial No. 563,705. (No model.)

To all whom it may concern:

Be it known that I, CHARLES PLATZ, a citizen of the United States, and a resident of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Railway-Spikes, of which the following is a specification, reference being had to the accompanying drawings, forming a part thereof, in which similar letters of reference indicate corresponding parts.

This invention relates to railway-spikes and to locks therefor, and the object thereof is to provide an improved device by means of which such spikes may be securely held in the tie and the accidental removal thereof or the working loose of the spike prevented; and with this and other objects in view the invention consists in the construction, combination and arrangement of parts hereinafter described and claimed.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which—

Figure 1 is a sectional view of a rail, showing also my improved locking device for a railway-spike; Fig. 2, a side elevation of the spike; Fig. 3, a back view thereof, and Fig. 4 a view of my improved locking device.

In the practice of my invention I provide a railway-spike A, having the usual head B formed at the upper end, and in the back and sides of the spike is a groove C, which is adapted to receive my improved lock, which consists of a yoke D, the ends of the sides of which are pointed, as shown at *d*, and in the back of the spike, at the upper end thereof, is also formed a vertical slot E, which extends upwardly through the back of the groove C and through the head of the spike, as shown in Fig. 3 and by the dotted line in Fig. 2.

The operation will be readily understood from the foregoing description when taken in connection with the accompanying drawings. The railway-rail F is placed in position upon the ties in the usual manner and the spike A is then driven into the tie, so that the head B thereof will overlap the base plate or flange. (Shown in Fig. 1.) The yoke D is then driven into the spike, the position thereof being also shown in Fig. 1, so that the closed end thereof will rest in the back of the groove C and the sides thereof in the sides of the groove which are inclined forwardly and downwardly, as clearly shown in

Fig. 2. When the locking-yoke is thus driven into position, it will, as will be readily understood, securely hold the spike in place, and the latter will not work loose and cannot be removed without first removing the yoke.

It may be necessary at times to remove the spike, and for this purpose I provide the groove E, and whenever it becomes necessary to remove the spike a wedge or similar device is driven into said groove, and by this means the yoke may be removed, and after the yoke has been removed the spike may be withdrawn in the usual manner.

My invention is not limited to the exact form, construction and arrangement of parts herein shown and described, and I therefore reserve the right to make all such alterations therein and modifications thereof as fairly come within the scope of the invention.

Having fully described my invention, I claim and desire to secure by Letters Patent—

1. A railway spike, provided with the usual head, and a groove formed in the back and sides thereof below the head, the sides of the grooves being inclined forwardly and downwardly and a yoke adapted to fit within said groove and to be driven into a tie, substantially as shown and described.

2. A railway spike, provided with the usual head, and a groove formed in the back and sides thereof below the head, the sides of the groove being inclined forwardly and downwardly and a yoke adapted to fit within said groove, and to be driven into a tie, said spike being provided at its upper end with a longitudinal groove or slot in the back thereof, which extends through the back of the head and back of said groove downwardly, substantially as shown and described.

3. A railway spike provided with the usual head as B, and a groove as C, formed in the back and sides thereof below the head, and also with a vertical groove or slot as E, said groove C being adapted to receive a yoke which is adapted to be driven into a tie, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 25th day of September, 1895.

CHARLES PLATZ.

Witnesses:

C. GERST,

A. C. McLOUGHLIN.