

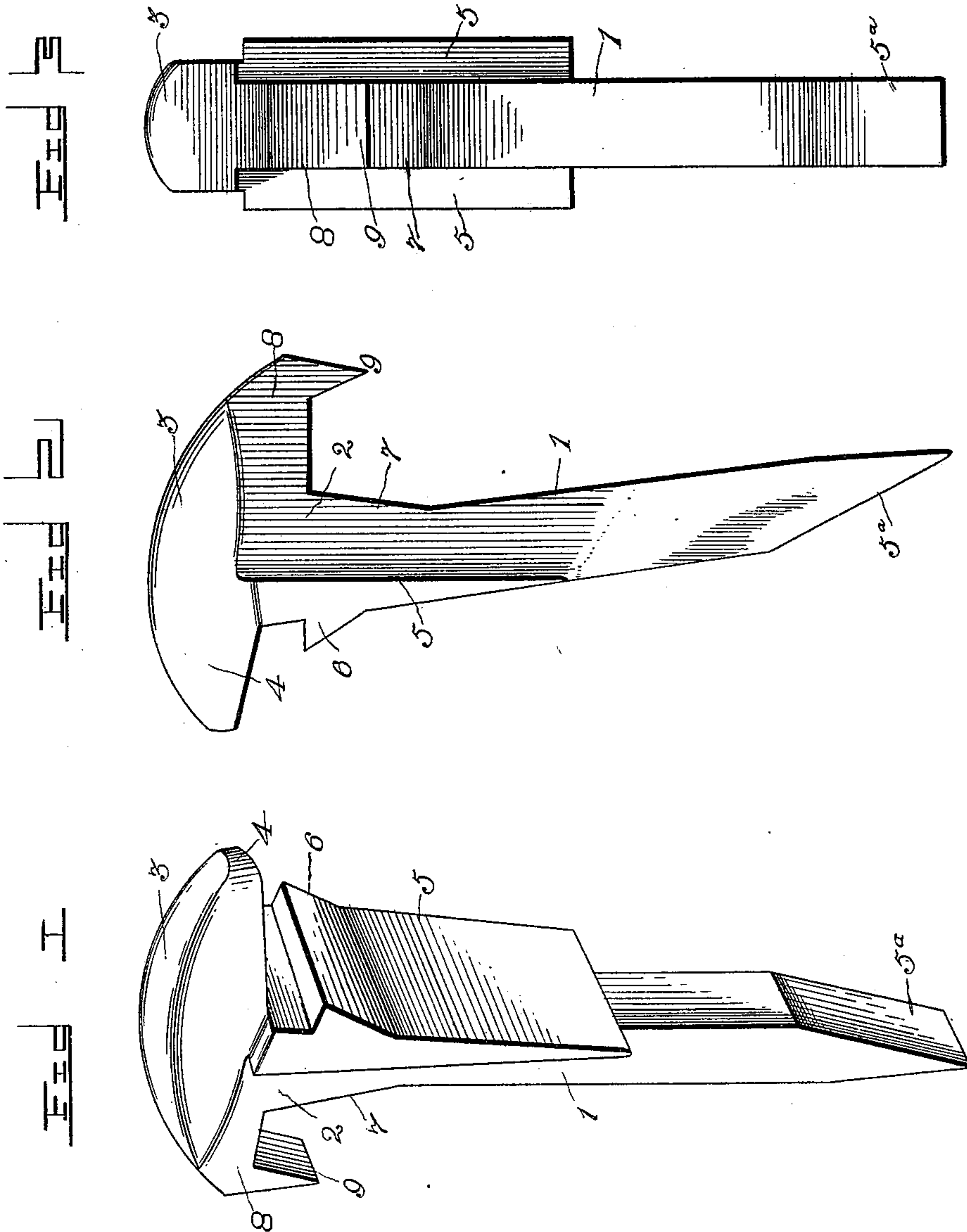
No. 631,489.

Patented Aug. 22, 1899.

M. KENNEDY.
RAILROAD SPIKE.

(Application filed Mar. 30, 1899.)

(No Model.)



Witnesses

John Maupin.
J. H. P. Rely

By his Attorneys,

Michael Kennedy, Inventor

C. A. Snow & Co.

UNITED STATES PATENT OFFICE.

MICHLE KENNEDY, OF PRATT CITY, ALABAMA.

RAILROAD-SPIKE.

SPECIFICATION forming part of Letters Patent No. 631,489, dated August 22, 1899.

Application filed March 30, 1899. Serial No. 711,093. (No model.)

To all whom it may concern:

Be it known that I, MICHLE KENNEDY, a citizen of the United States, residing at Pratt City, in the county of Jefferson and State of Alabama, have invented a new and useful Railroad-Spike, of which the following is a specification.

The invention relates to improvements in railroad-spikes.

10 The object of the present invention is to improve the construction of railroad-spikes and to increase their durability, strength, and efficiency and to provide a simple and inexpensive one designed especially for use on
15 curves and capable of effectually preventing rails from spreading.

The invention consists in the construction and novel combination and arrangement of parts hereinafter fully described, illustrated
20 in the accompanying drawings, and pointed out in the claims hereto appended.

In the drawings, Figure 1 is a perspective view of a spike constructed in accordance with this invention. Fig. 2 is a side eleva-
25 tion. Fig. 3 is a rear elevation.

Like numerals of reference designate corresponding parts in all the figures of the drawings.

1 designates a spike provided at the upper
30 end of its shank 2 with a head 3, projecting from the said shank in opposite directions and adapted to engage the base of a rail, and its rail-engaging portion 4 has an inclined lower face to conform to the configuration of the
35 bottom flange of a rail. The point 5^a of the spike is tapered, as shown, and a tapering enlargement or wedge 5 is provided at the front of the upper half of the shank and is interposed between the same and the edge of
40 the rail. This enlargement or wedge, which is provided at its lower end with a cutting edge, is adapted to be readily driven into a cross-tie or other timber, and it increases the thickness of the shank at the base of the rail
45 in order to prevent the head 3 from being worn off. The wedge 5 also extends laterally from both sides of the shank and forms wings, which increase the width of the device and enable the same to resist any outward strain,
50 whereby the device is adapted to prevent the

rails from spreading and is capable of being employed on curves, where the strain tending to separate the rails is the greatest.

The front or outer face of the wedge or enlargement 5 is provided with a horizontal rib
55 6, having a horizontal upper face and an inclined side face to enable it to be readily driven into the wood, and it forms a lip which engages the lower face of the base of the rail and which is spaced from the rail-engaging
60 portion 4 to form a horizontal recess for the reception of the edge of the rail. This rib 6, which engages the bottom of the rail, is adapted to lock the spike in the cross-tie and prevent it from moving upward, and the shank
65 2 is enlarged in rear of the rib, which increases its strength and which forms an inclined outer face 7, adapted when the spike is driven into a cross-tie to throw the head
70 toward the rail.

The spike is provided at the outer side of its head with a claw 8, consisting of a horizontal body portion and a depending tapering spur 9, which is adapted to be readily
75 driven into the wood. The claw, which is narrower than the head, is of the same thickness as the shank 2, and its side faces lie in the same plane as the side faces of the said shank. The claw is adapted to cooperate with the wings formed by the wedge or enlargement 5 to support the spike and prevent
80 the same from moving outward, and by this construction the spike is adapted to prevent the rails from spreading and it will effectually maintain a track engaged.
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The invention has the following advantages: The spike, which is simple and comparatively inexpensive in construction, is designed especially for use on curves and switches, where the rails are subjected to a
90 maximum lateral strain, and it will effectually prevent the rails from spreading and getting out of gage. The tapering or wedge-shaped enlargement, which is adapted to penetrate the wood readily, increases the thick-
95 ness of the spike at the top thereof and prevents the same from being worn away at the head. This enlargement, which is provided with a lip to engage the lower face of the base of the rail, extends laterally from opposite
100

sides of the shank and forms wings, which co-operate with the claw to prevent the spike from yielding to the lateral strain on a rail.

Changes in the form, proportion, size, and the minor details of construction within the scope of the appended claims may be resorted to without departing from the spirit or sacrificing any of the advantages of this invention.

What is claimed is—

10 1. A spike provided at the upper end of its shank with a head 3, projecting from the said shank in opposite directions and adapted to engage the base of the rail; a rail-engaging portion 4, having an inclined lower face to
15 conform to the configuration of the bottom flange of the rail; a tapering enlargement or wedge 5, at the top of the upper half of the shank, and provided at its lower end with a cutting edge, and a horizontal rib 6 having a
20 horizontal upper face; and an inclined side face, the inclined outer face, and the claw 8, substantially as shown.

2. A spike comprising a shank enlarged at its outer side to form an inclined face 7, a

head, a wedge-shaped enlargement arranged 25 at the inner side of the shank, extending laterally therefrom and provided with a horizontal rib 6 having an inclined side face, and a claw depending from the outer portion of the head, substantially as described. 30

3. A spike having its shank enlarged at its outer side to form the inclined face 7, a head adapted to engage a rail, and a claw extending downward from the outer end of the head, and a wedge-shaped enlargement arranged at 35 the inner side of the shank, and extending laterally beyond both sides of the shank, and having its lower end sharpened so as to be readily driven into the wood, substantially as set forth. 40

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

MICHLE KENNEDY.

Witnesses:

OTTO MARX,
J. H. HEINEKE.