

No. 669,077.

Patented Mar. 5, 1901.

C. L. DURBORAW.  
TRACK FASTENER.

(Application filed Oct. 26, 1900.)

(No Model.)

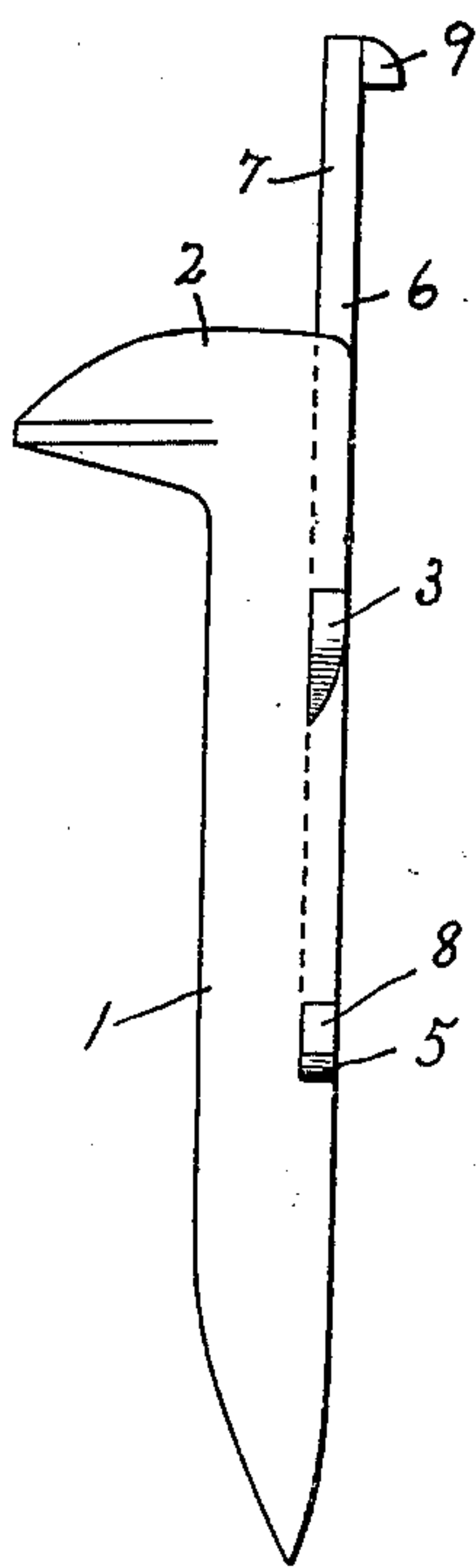


Fig. 1.

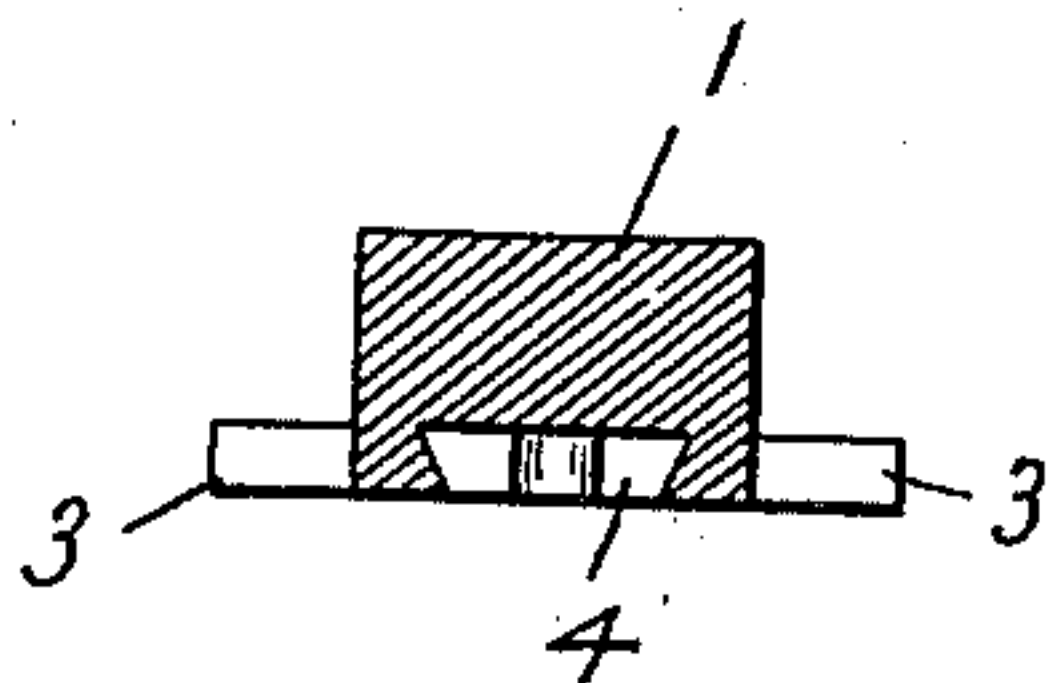


Fig. 3.

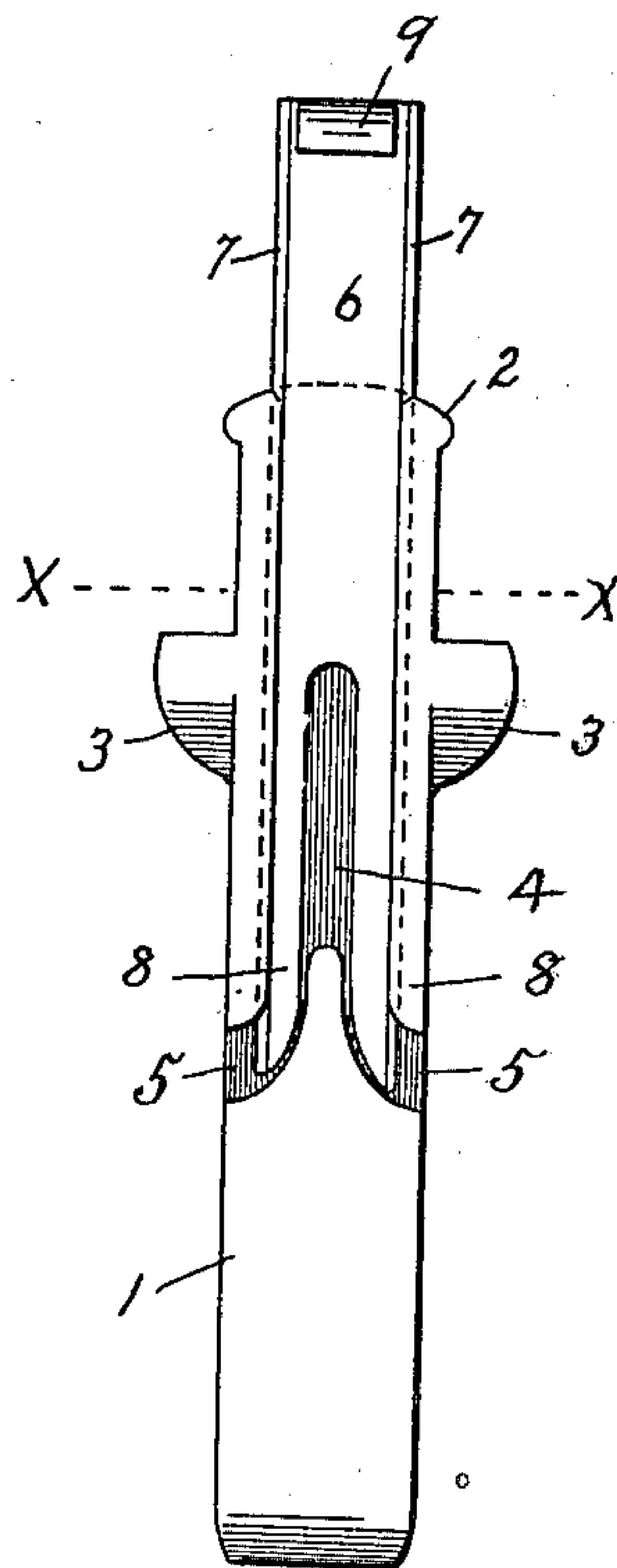


Fig. 2.

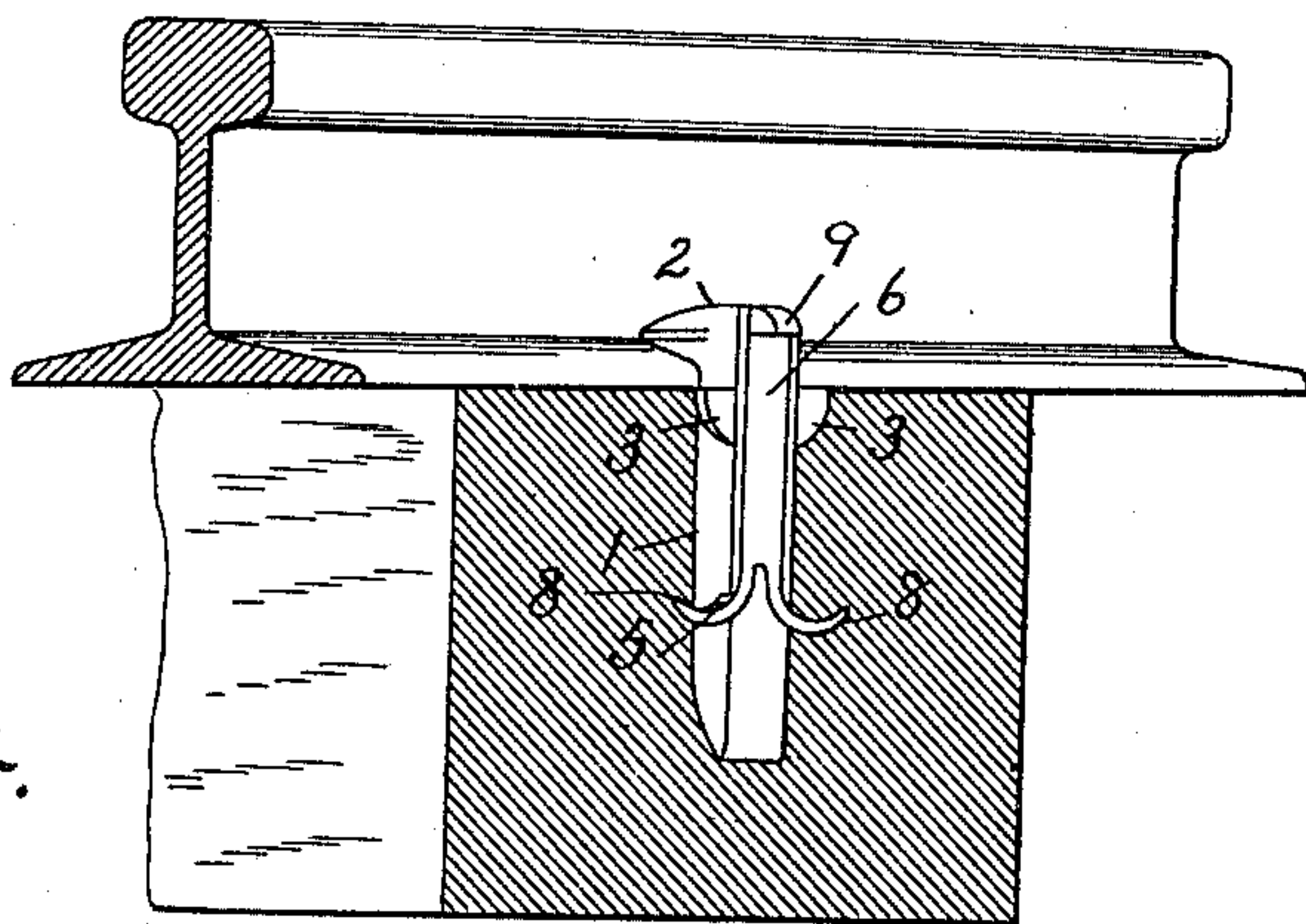


Fig. 4.

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# UNITED STATES PATENT OFFICE.

CHARLES L. DURBORAW, OF BALTIMORE, MARYLAND, ASSIGNOR OF ONE-HALF TO FREDERICK HENKELMAN, OF SAME PLACE.

## TRACK-FASTENER.

SPECIFICATION forming part of Letters Patent No. 669,077, dated March 5, 1901.

Application filed October 26, 1900. Serial No. 34,404. (No model.)

*To all whom it may concern:*

Be it known that I, CHARLES L. DURBORAW, a citizen of the United States, residing at Baltimore, in the State of Maryland, have invented certain new and useful Improvements in Track-Fasteners, of which the following is a specification.

This invention relates to an improvement in track-fasteners for railroads, and is especially adapted for use on curves and other parts of the road where there is a tendency to spread the rails.

One object of the invention is to provide a device that can be driven into the cross-tie the same as the usual spike and which when driven therein will be securely held by means of a key, which latter will prevent the device from being forced upward or drawn out from the cross-tie without first removing the key, whereby the rails will be securely held and prevented from spreading.

A further object of the invention is to so construct the device that it will offer a greater resistance to any sidewise movement of the rails, and thereby securely hold the latter in the proper relative position.

The details of construction of the invention will be hereinafter more fully described, and what I regard as new will be defined in the claims.

In the drawings forming part of this specification, Figure 1 is a side elevation of the spike with the key partly inserted in the groove at the rear of the spike. Fig. 2 is a rear elevation of same. Fig. 3 is a cross-section on the line X X of Fig. 2, the key being removed therefrom; and Fig. 4 is a perspective view of my invention applied to a cross-tie and rail.

Similar numerals refer to like and corresponding parts throughout the several views.

In the accompanying drawings, 1 designates a spike, having the usual head 2, which rests upon the rail when applied to the cross-tie, as shown in Fig. 4. Projecting from opposite sides of the spike 1 are beveled lugs 3, the lower edges of which are sharp enough to cut into the cross-tie when the spike is driven down against the rail. These lugs 3 prevent any sidewise movement of the spike, and consequently of the rails, thereby securely hold-

ing the said rails in their proper relative position. In the rear of the spike 1 is a groove 4, which extends downward from the head thereof for about two-thirds the length of the spike, at which point it branches off into two grooves 5, which latter extend outwardly to the side of the said spike. The side walls of the said groove 4 converge outwardly, as shown in Fig. 3, to hold the key 6 therein. A bifurcated key 6 is provided to fit within the groove 4 of the spike 1. The sides 7 of the said key are beveled to correspond to the side walls of the groove 4. When the said key 6 is fitted within the groove 4, the outer surface of the key is flush with the back surface of the spike.

When it is desired to secure the rail to the cross-tie, the spike 1 is driven into the latter until the head thereof rests upon the lower flange of the rail. The key 6 is then placed into the groove 4 and pushed down until it occupies the position shown in Fig. 2, with the points 8 resting in the grooves 5. The key is then driven down by striking on the top, whereupon the points 8 of the key will be forced apart out through the grooves 5 into the cross-tie, thereby securely locking the spike in position against the rail. At the top of the key 6 is a lug 9, by means of which the said key may be withdrawn from the spike.

When it is desired to remove the spike for the purpose of replacing the rail with a new one, the key 6 is first withdrawn by means of a suitable tool placed under the head 9 thereof. After the key has been removed the spike 1 can then be withdrawn in the usual manner.

It will thus be seen that when the spike and key are secured in position, as shown in Fig. 4, the device can only be removed by extraordinary force.

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

1. A track-fastener for railroads consisting of a spike having lugs projecting from opposite sides thereof, and a groove in the rear, and a key fitted within the said groove and projecting from the side or sides of the said spike, the outer surface of the said key being flush with the back of the spike.



2. A track-fastener for railroads consisting of a spike having a groove in the rear thereof, said groove branching off to the opposite sides of the said spike, and a bifurcated key  
5 fitted within the said groove and having the points thereof projecting from opposite sides of the said spike, the outer surfaces of the said key being flush with the back of the spike.

3. A track-fastener for railroads consisting  
10 of a spike having a groove therein, the side walls of which converge outwardly, the said groove having a branch extending to opposite sides of the said spike, and a key having

its edges beveled to correspond to the side walls of the said groove, and its lower end  
15 bifurcated, the branches of which project through the branch grooves of the spike, the outer surface of the said key being flush with the back of the spike, as and for the purpose  
20 set forth.

In testimony whereof I affix my signature in the presence of two witnesses.

CHARLES L. DURBORAW.

Witnesses:

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CHAPIN A. FERGUSON.