

No. 682,753.

Patented Sept. 17, 1901.

J. W. TEELE.

SPIKE.

(Application filed May 28, 1901.)

(No Model.)

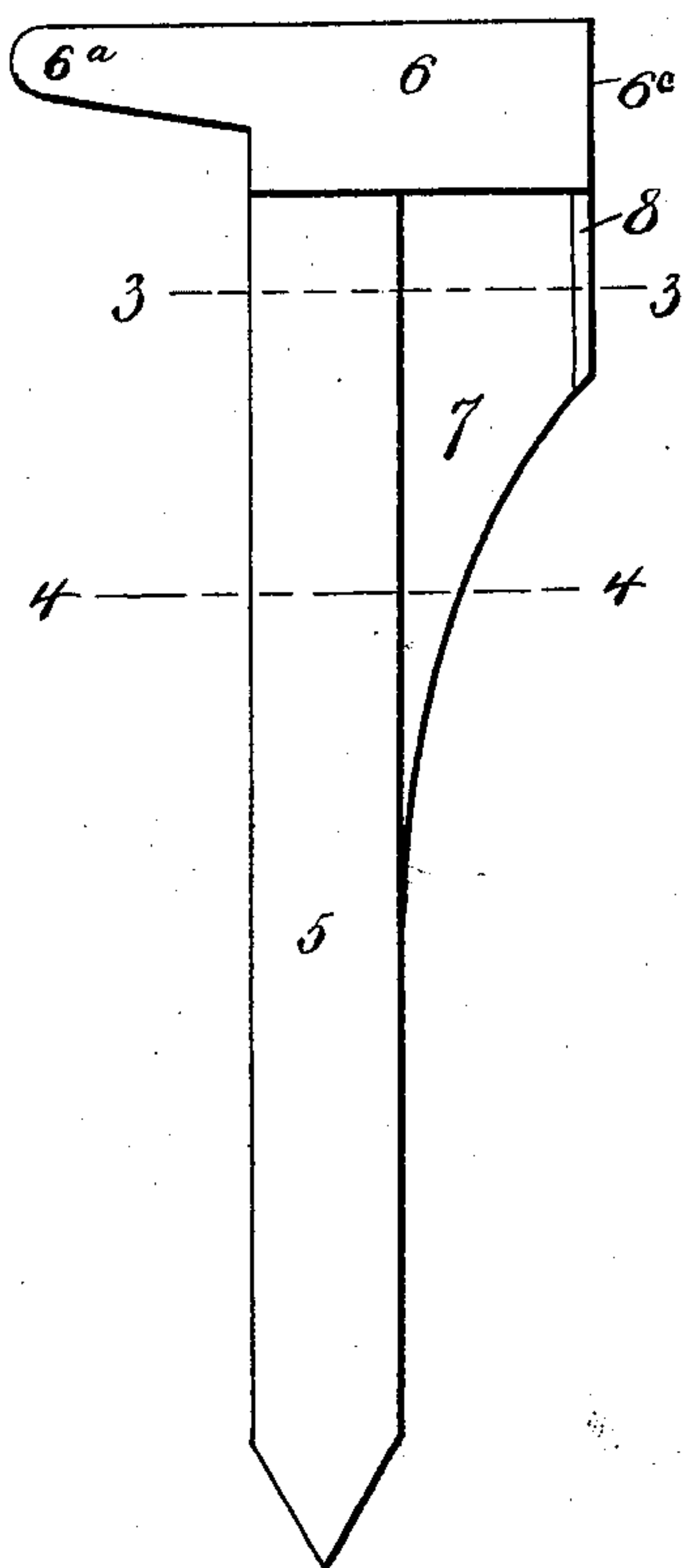


Fig. 1.

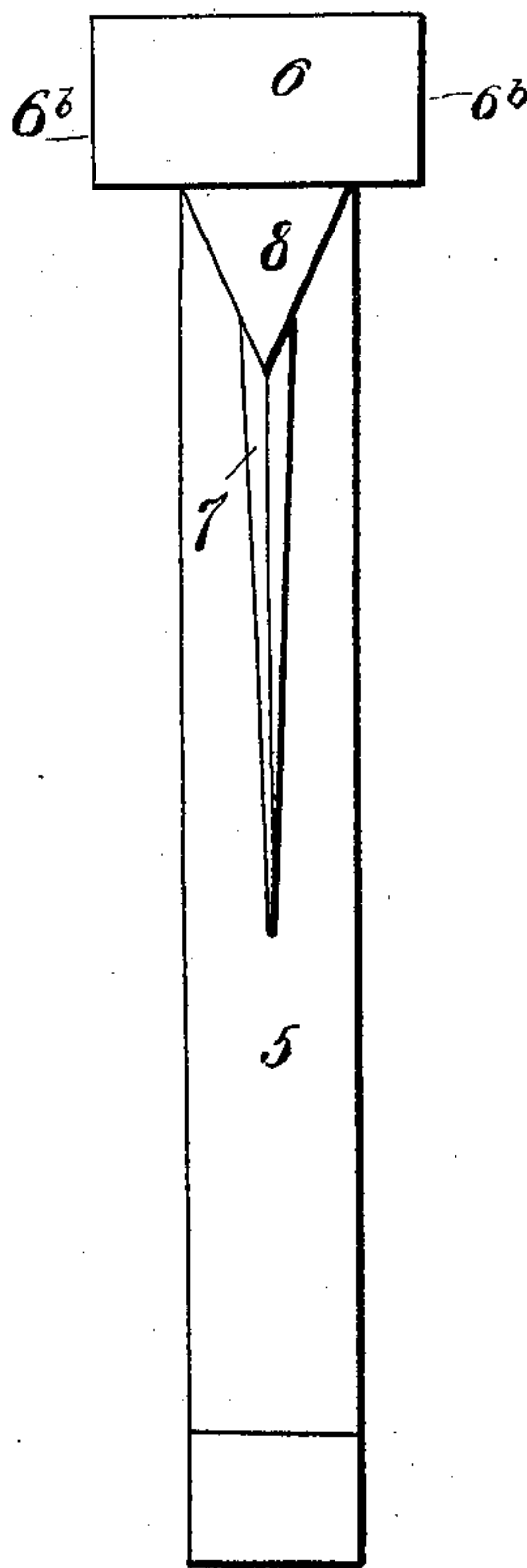


Fig. 2.

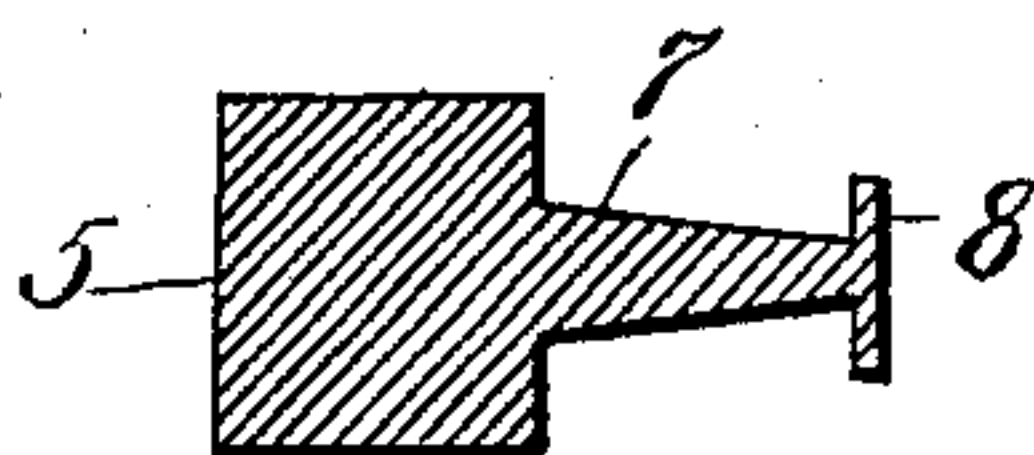


Fig. 3.

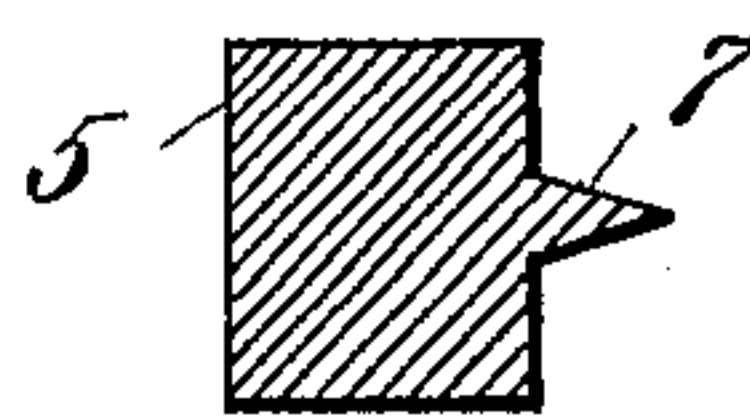


Fig. 4.

WITNESSES:

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SPIKE.

SPECIFICATION forming part of Letters Patent No. 682,753, dated September 17, 1901.

Application filed May 28, 1901. Serial No. 62,242. (No model.)

To all whom it may concern:

Be it known that I, JOHN W. TEELE, residing at Goldthwaite, in the county of Mills and State of Texas, have invented certain new and useful Improvements in Spikes; and I do declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same, reference being had to the accompanying drawings, and to the figures of reference marked thereon, which form a part of this specification.

My invention relates to improvements in spikes, and particularly to railroad-spikes; and its object is to provide a spike which can be used in soft-wood ties.

It is well known that the ordinary railroad-spike is suitable and effective only with hard-wood ties, which are becoming scarce and difficult to procure. Consequently a necessity exists for a spike which will hold in soft wood, so that the use of the softer woods as railroad-ties may be resorted to.

A further object of my invention is to provide a spike having a sufficient bearing-surface in the wood to prevent it being forced out or away from the rails by movement of the rolling-stock.

A further object is to provide a spike with a flanged rib adapted to take hold firmly in soft-wood ties.

Referring to the accompanying drawings, Figure 1 is a side view of a spike containing my improvement. Fig. 2 is a back view thereof. Fig. 3 is a section on line 3 3, and Fig. 4 is a section on line 4 4, of Fig. 1.

Referring more particularly to the drawings, 5 indicates the body or shank of the spike, and 6 the head thereof, which is made considerably larger both in length and breadth than the section of the spike-body, so that it not only projects on the bearing side or face of the spike, as is customary and as indicated at 6^a, but also projects on each side laterally, as indicated at 6^b, and backwardly, as indicated at 6^c, forming lips which are adapted at the sides and back of the head to come in contact with the wood when the spike is driven. A covering is thereby formed for the spike-hole, and there is less liability that water will enter and rot the wood around the spike-body. The head so shaped also

forms an adequate means for the application of the claw-bar to withdraw the spike.

Upon the back of the body of the spike is formed a longitudinal rib 7, extending from the back of the head 6° downwardly and centrally of the body, preferably about half its length. At the back of this rib, extending from the back of the head down the rib, preferably about one-third of its length, is a laterally-disposed flange 8, which tapers rather sharply from the head to the rib and forms a triangular-shaped piece which merges at its point into the back edge of the longitudinal rib, which is thence tapered down and into the body of the spike. The longitudinal rib 7 forms a brace for the back of the spike and prevents the same being bent outward in use. It also braces the head and prevents the spike from turning in the wood. The flange 8, forming the triangular piece at the back of the rib, is adapted to strengthen the neck of the spike, also to cut into the fibers of the tie across the grain thereof and compress the same between the body of the spike, the rib, and the flange. By this construction a spike is formed having a requisite grip and bearing-surface to retain the same in a soft-wood tie under all ordinary conditions of use.

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

1. A railroad-spike having a head, a longitudinal back rib and a laterally-extending flange integral with the head at the edge of the rib, extending downwardly from the head.

2. A railroad-spike having a body, a backwardly-projecting head, a longitudinal rib extending downward from the head, and a laterally-extending flange at the back edge of the rib.

3. A railroad-spike having a body, a backwardly-extending head, a laterally-extending tapering flange projecting downwardly from the back of the head, and a rib between the body of the spike and the flange.

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

JOHN W. TEELE.

Witnesses:

PHIL H. CLEMENTS,
T. R. EVERLY.