No. 795,610. PATENTED JULY 25, 1905.

B. P. HERNDON.

RAILROAD SPIKE.

APPLICATION FILED NOV. 11, 1901.

Fig. 1.

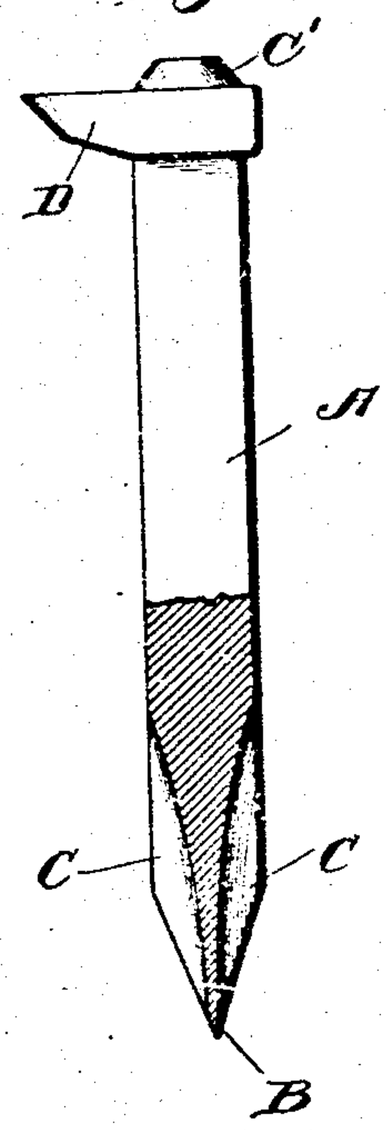


Fig. 2.

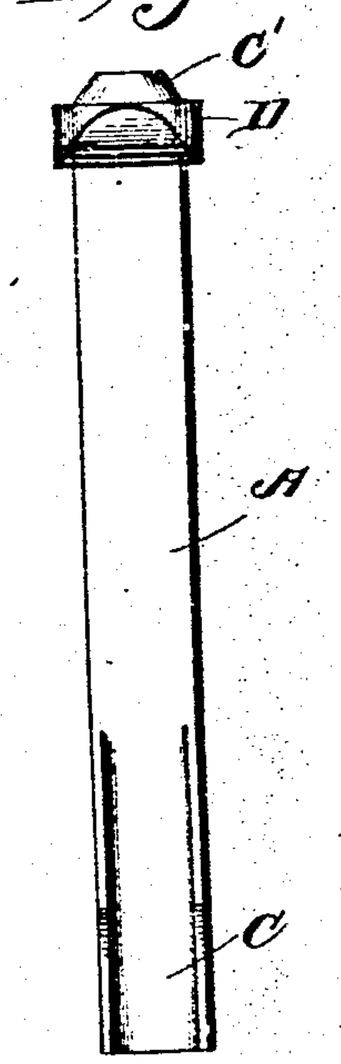


Fig. 3.

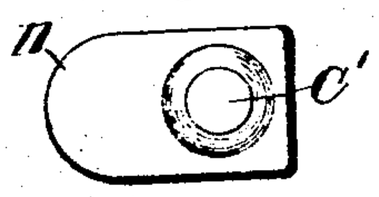
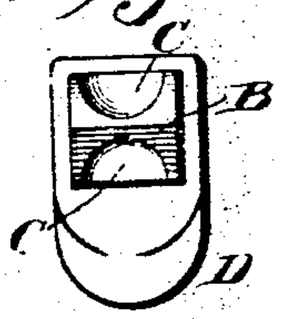


Fig. 4.



Witnesses:

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RAILROAD-SPIKE.

No. 795,610. Specification of Letters Patent. Patented July 25, 1905.

Application filed November 11, 1901. Serial No. 81,831.

To all whom it may concern:

Be it known that I, BEVERLY P. HERNDON, a citizen of the United States, residing at Florence, county of Pinal, and Territory of Arizona, have invented a certain new and useful Improvement in Railroad-Spikes, of which the following is a specification.

My invention relates to a new and useful improvement in railroad-spikes, and has for its object to provide a spike which is curved upon two sides at the point, which will allow the spike to be driven with less strokes of the hammer, and will not fracture the wood to such an extent as the ordinary spike does.

Another object of my invention is to provide a head upon the spike, by which the blow of the hammer in driving the spike will be so distributed as not to be liable to break off the head of the spike when the same comes in contact with the base of the rail.

With these ends in view this invention consists in the details of construction and combination of elements hereinafter set forth and then specifically designated by the claim.

In order that those skilled in the art to which this invention appertains may understand how to make and use the same, the construction and operation will now be described in detail, referring to the accompanying drawings, forming a part of this specification, in which—

Figure 1 is a side elevation of my spike; Fig. 2, a front elevation of the same; Fig. 3, a plan view; Fig. 4, an end view.

In carrying out my invention as here embodied, A represents the body of the spike, which is square in cross-section. The end of the spike is beveled upon the front and rear sides, so as to point the spike, as represented at B. The front and rear sides of the spike at the lower end are also grooved outward, as indicated at C. The groove starting at the chisel-point of the spike and extending outward to the front and rear side of the spike and merging into the plain surface, the termination of the grooves will be a considerable distance above the beginning of the beveled point. This will give to the spike in the center a long gradually-widened point; but upon each side of the groove the spike will run down straight to the beginning of the bevel.

The head of the spike is formed with the usual projection D, which extends outward from the front side of the spike and is adapted to lie over the base of the rail and hold the same in place when the spike is driven in the tie. Upon the upper side of the head is formed the tapering protrusion C′, which is formed in the shape of a truncated cone. This protrusion C′ is for the purpose of receiving the blows of the hammer in driving the spike and is located directly over the shank of the spike, and thus the blows of the hammer are communicated to the spike in a straight vertical line to the point, and the extension D does not receive any of the blows whatsoever, and therefore is not liable to be broken off when coming in contact with the base of the rail.

The advantages of my invention are that by forming the point with the grooves C formed in the front and rear sides it allows the spike to enter the wood quickly, and therefore one tap of the hammer is sufficient to cause the spike to stand upright in the wood, and on account of the comparatively long point the fibers of the wood will be cut by said point and allow the spike to enter with less strokes of the hammer than with the ordinary spike now used, and by cutting the fiber of the wood instead of tearing it apart the wood is not fractured to such an extent as with the ordinary spike, and thereby holds the spike more securely in place and always furnishing an elongated chisel-point. The spike is not weakened upon the end, because the spike extends down each side of the groove in a straight line to the bevel-point, thus in reality forming a cutting-rib upon each side of the groove, which will strengthen the point and prevent the same from bending or being broken off in driving, at the same time cutting its way into the wood. Another advantage of my improvement is that by forming a protrusion upon the upper end of the spike directly above the shank the blow of the hammer is communicated directly in a vertical line above the shank, which will allow the spike to be driven much more accurately and with less strokes than with the ordinary spike, and by preventing the hammer from coming in contact with the extension D the head is not liable to be broken when coming in contact with the base of the rail.

Of course I do not wish to be limited to the exact construction here shown, as slight modifications could be made without departing from the spirit of my invention.

Having thus fully described my invention, what I claim as new and useful is—

A spike having a shank substantially rec-

tangular in cross-section which is provided at its extremity with a straight chisel edge located in the longitudinal median or central line of the spike and on each of its opposite sides having a pair of longitudinally-extending edge flanges constituting straight continuations of the spike-shank to points midway of their length and thence regularly and similarly tapering or converging direct to the straight chisel edge aforesaid into which they merge, said spike-shank being provided between the respective sets of edge flanges with transversely and longitudinally curving concavities which are defined by said edge flanges and begin in straight transverse margins and regularly and similarly converge to points closely adjacent the straight chisel edge aforesaid and there merging into the driving portion or tip of the spike.

In testimony whereof I have hereunto affixed my signature in the presence of two subscribing witnesses.

BEVERLY P. HERNDON.

Witnesses:

WM. BRAY,

F. E. MILLER.