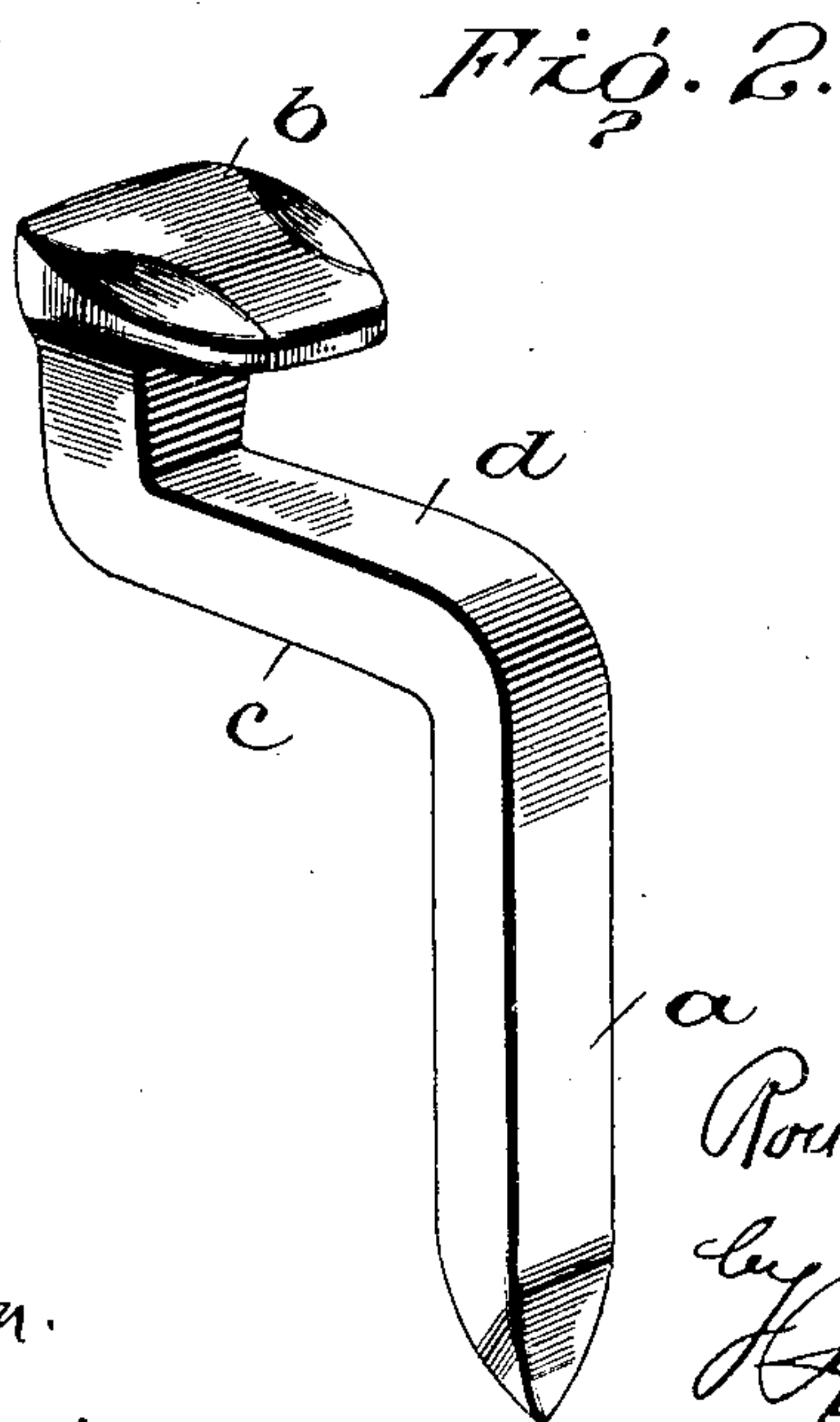
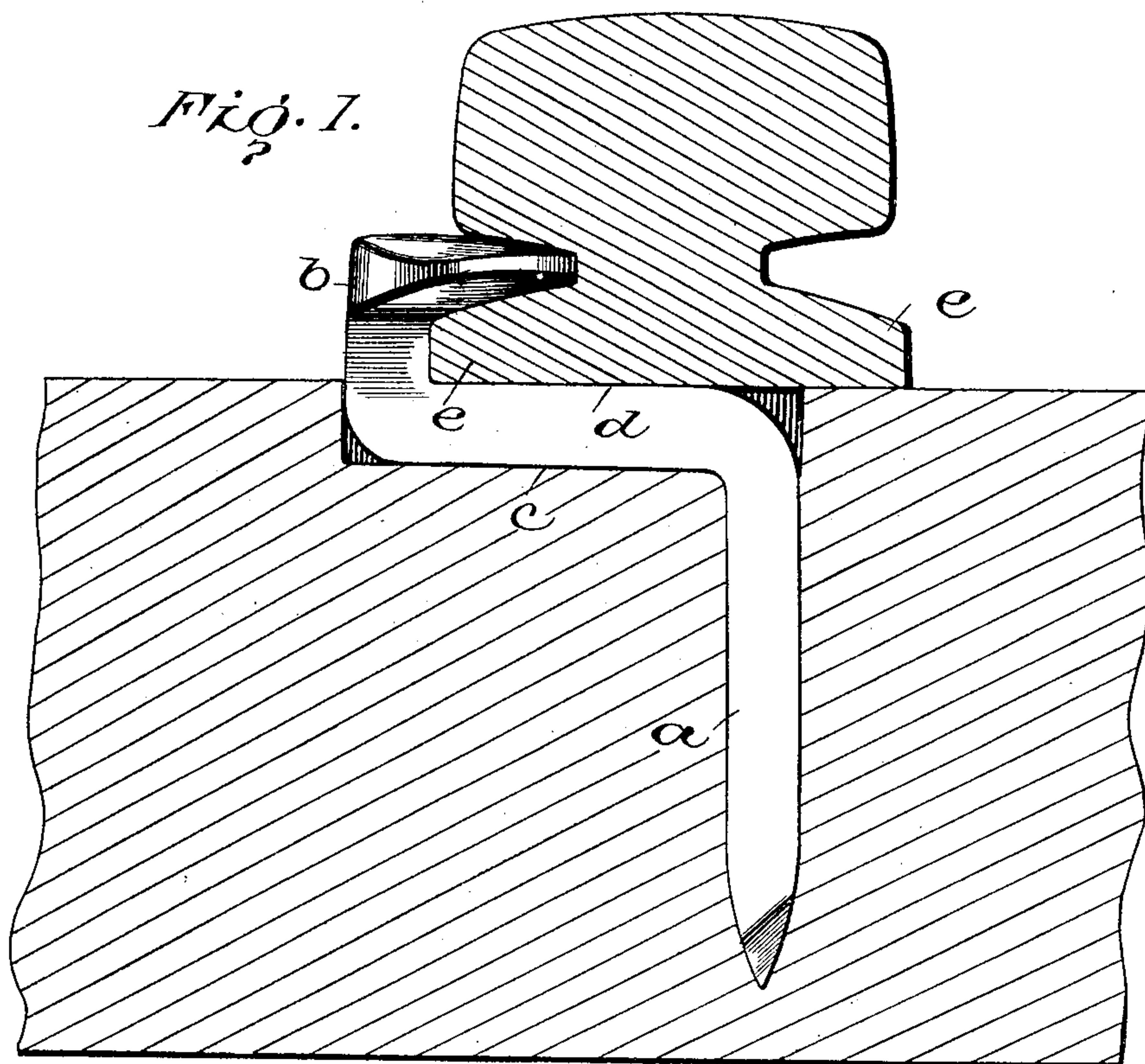


No. 810,458.

PATENTED JAN. 23, 1906.

R. ANDERSON.
RAILROAD SPIKE.

APPLICATION FILED MAY 12, 1905.



Witnesses
J. R. Thompson.
J. B. McKane.

R. Anderson Inventor
by *[Signature]* Attorney

UNITED STATES PATENT OFFICE.

ROWLAND ANDERSON, OF CHIHUAHUA, MEXICO.

RAILROAD-SPIKE.

No. 810,458.

Specification of Letters Patent.

Patented Jan. 23, 1906.

Application filed May 12, 1905. Serial No. 260,188.

To all whom it may concern:

Be it known that I, ROWLAND ANDERSON, of Chihuahua, State of Chihuahua, Mexico, have invented a new and useful Railroad-Spike, which is fully set forth in the following specification.

My objects are principally to provide a railroad-spike which cannot be worked loose or out of place by vibration or movement of the rails and cross-ties due to the passing of trains and which cannot come out or be removed while the rail which it secures remains in place, whereby accidents due to spreading of the rails will be eliminated or minimized. These objects are attained by my present invention, which consists of a spike formed with a shank or stem having a part which penetrates the cross-tie downward beneath the rail and a part which extends laterally beneath the rail and forms a shoulder above and preferably upon which the bottom surface of the rail bears. The spike also has the usual head or its equivalent engaging about the edge of the flange of the rail to secure the latter to the tie.

In the accompanying drawings, wherein I have shown the invention embodied in its preferred form, Figure 1 is a sectional view showing a rail secured to a cross-tie by one of the improved spikes. Fig. 2 is a perspective view of the improved spike.

The spike consists of a shank *a*, head *b*, and a lateral extension *c* of the shank or shoulder connecting the latter with the head. The shank *a* may be pointed in the usual manner to enable it to be readily driven into the cross-tie, preferably directly under or near the middle of the rail, where the greatest weight of trains is sustained. The lateral shank extension or shoulder part *c* is preferably at right angles to part *a*. The cross-tie may be mortised to receive the lateral extension *c*, as shown in Fig. 1, so that the lower surface of the rail bears both against the tie and along the face *d* of part *c*. Head *b* engages flange *e* of the rail, as shown.

The spike may be driven into place by blows of a sledge upon the face *d* and the rail then slid into place to engage its flange *e* under head *b*.

The improved spike may, if desired, be forged from an ordinary railroad-spike.

My improved spike may be employed in various ways, and it may be used exclusively,

though I prefer to use it in conjunction with other spikes now commonly used. For example, two of the improved spikes may be used where a rail crosses a tie, the heads thereof engaging the flanges at opposite sides of the rail, respectively, or the improved spikes may be used in alternate cross-ties, engaging the flange at the outer edge of the rail, or when the improved spikes are thus alternated ordinary spikes may be employed in the intermediate ties.

What I claim as new is—

1. A railroad-spike having a stem or shank adapted to enter a cross-tie beneath the rail thereon, and a lateral extension of said stem forming a shoulder above which the rail is adapted to engage.

2. A railroad-spike having a stem or shank adapted to enter a cross-tie beneath the rail, a head adapted to engage over the edge of the flange of the rail, and a lateral extension of said stem connecting the same to the head and forming a shoulder above which the rail engages.

3. A railroad-spike having a head portion adapted to engage the flange of a rail, and a shank portion adapted to enter a cross-tie beneath the rail, said head and shank portions being connected by a shank extension or shoulder portion lateral to both said head and shank portions and above which shank extension the rail is adapted to engage.

4. A railroad-spike having a head portion adapted to engage the flange of a rail, and a shank portion adapted to enter a cross-tie beneath the rail, said head and shoulder portions being connected by a shank extension or shoulder portion approximately at right angles to both said head and shank portions and above which shank extension the rail is adapted to engage.

5. The combination with a flanged rail and a tie for supporting the same, of a railroad-spike having a head portion engaging above the rail-flange, a stem or shank portion penetrating downward into the tie beneath the rail, and a shank extension of said stem connecting the same to the head and passing transversely beneath the bottom surface of the rail, thereby forming a shoulder upon which the rail bears.

6. The combination with a flanged rail and a tie for supporting the same, of a railroad-spike having a head portion engaging above

the rail-flange, a stem or shank portion penetrating downward into the tie approximately beneath the center of the rail, and a shank extension of said stem connecting the same
5 to the head and passing transversely beneath the bottom surface of the rail, thereby forming a shoulder upon which the rail bears.

In testimony whereof I have signed this specification in the presence of two subscribing witnesses.

ROWLAND ANDERSON.

Witnesses:

MAGDALENO ACOSTA,
E. A. POWERS.