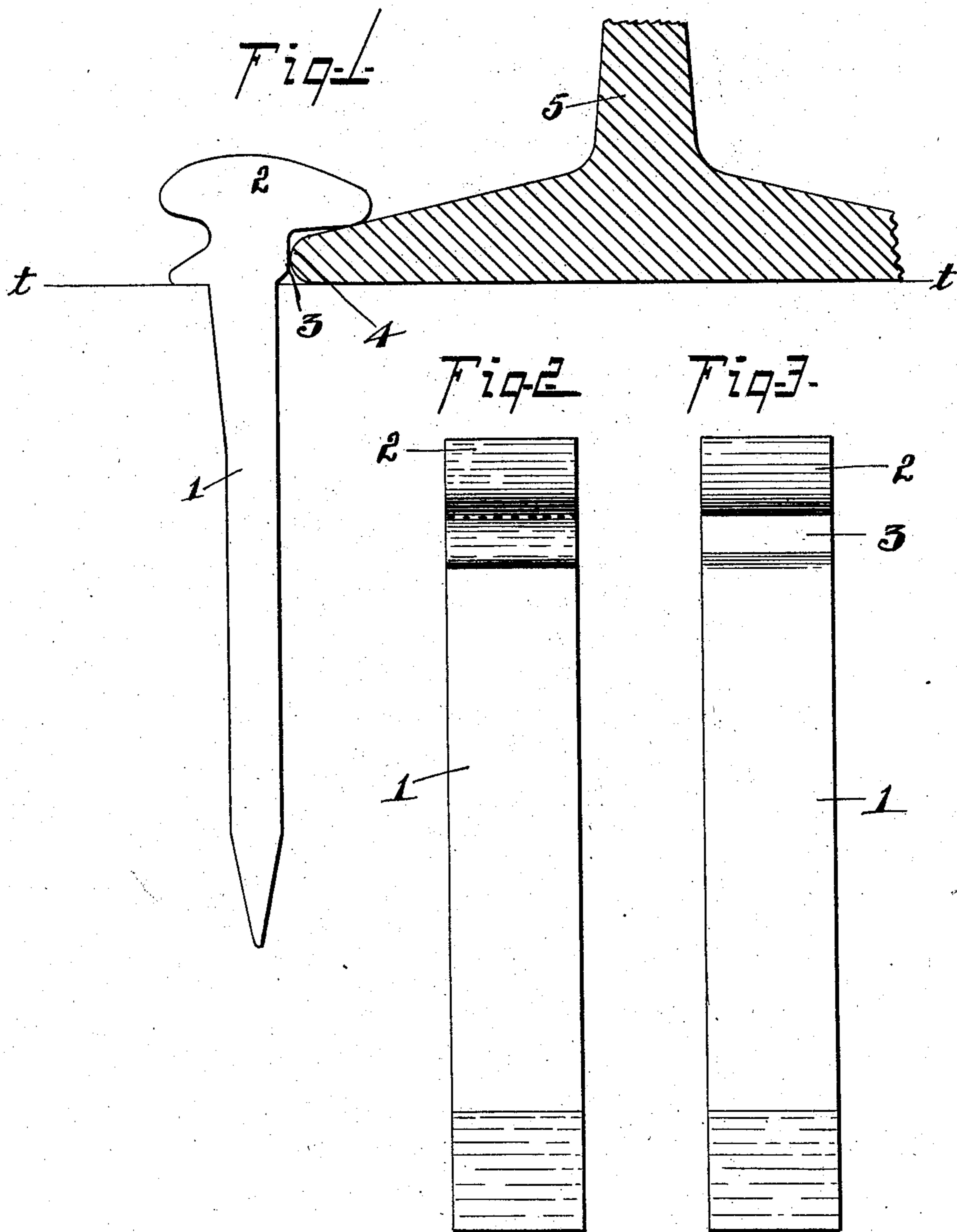


No. 815,766.

PATENTED MAR. 20, 1906.

D. L. VAUGHAN.
RAILWAY SPIKE.
APPLICATION FILED FEB. 16, 1905.



WITNESSES:

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DAVID LAURENCE VAUGHAN, OF HADDONFIELD, NEW JERSEY.

RAILWAY-SPIKE.

No. 815,766.

Specification of Letters Patent.

Patented March 20, 1906.

Application filed February 16, 1905. Serial No. 245,822.

To all whom it may concern:

Be it known that I, DAVID LAURENCE VAUGHAN, a citizen of the United States, residing at Haddonfield, in the county of Camden and State of New Jersey, have invented certain new and useful Improvements in Railway-Spikes, of which the following is a full, clear, and exact description, reference being had to the accompanying drawings, of which—

Figure 1 is a side elevation showing the spike as in use. Fig. 2 is a rear elevation. Fig. 3 is a front elevation.

In railroad - spikes of usual construction, owing to the lateral movements of the rails induced by the passage of trains, a transverse groove or recess is in time worn in the part of the side or face of the shank of the spike which is in contact with the edge of the foot of the rail, and when it becomes necessary to draw out and redrive the spike it cannot, obviously by reason of said groove, be driven to bring the face in contact with the edge of the rail-foot.

The object of my invention is to provide a spike of simple construction that shall prevent the formation of said objectionable groove.

In the accompanying drawings I have shown my improvement applied to a spike of the general construction of that shown and described in United States Letters Patent No. 691,087, issued January 14, 1902, to David F. Vaughan for a railway-spike, although I do not wish to be understood as limiting myself to such construction, as the improvement may be applied to other forms of spikes in common use.

In said drawings, 1 is the part of the shank of a railway-spike which is driven into the tie, (the top of which tie is indicated by the line *t t*, Fig. 1,) and 2 is the head of the spike, the

inner side of which overlies and contacts with the top of the foot of the rail 5 when the spike is in use, as in said Fig. 1. In carrying out my invention I make the part 3 of the inner side of the spike-shank immediately below the head 2 an offset—that is, its face is intended to contact with the edge of the foot of the rail in a plane in advance of the plane of the face of the lower portion of the shank 1 on the same side—the length of the said face of offset 3 being such, as clearly seen in Fig. 1, that when the spike is driven home in the tie the lower end of this face will be above the surface of the tie—that is, above the base of the foot of the rail. The lower end of the offset 3 is preferably beveled, as also seen in Fig. 1.

It is manifest that the objectionable groove hereinbefore referred to cannot be formed in a spike made in accordance with my invention, as the said offset will be cut away by the action of the foot of the rail.

I remark that my improved spikes may be readily made by cutting off the same from an elongated bar of suitable metal rolled of the proper shape in cross-section in the manner described in said Letters Patent No. 691,087.

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

A railway-spike having the offset immediately below the head, the length of which offset is less than the distance from the under side of said head to the base of a rail, substantially as and for the purpose recited.

In testimony whereof I have hereunto affixed my signature.

DAVID LAURENCE VAUGHAN.

Witnesses:

WM. H. SMITH,
WALTER C. PUSEY