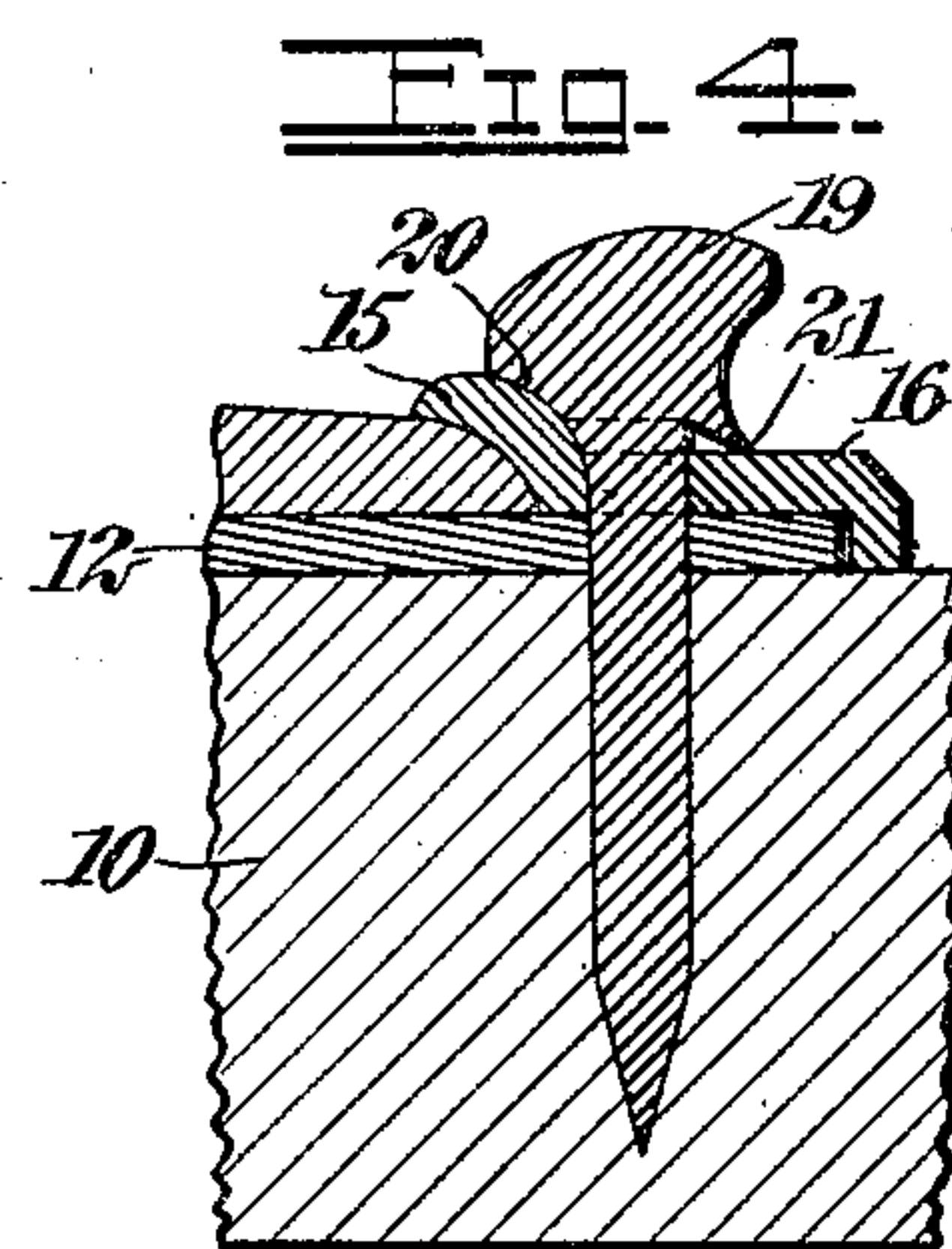
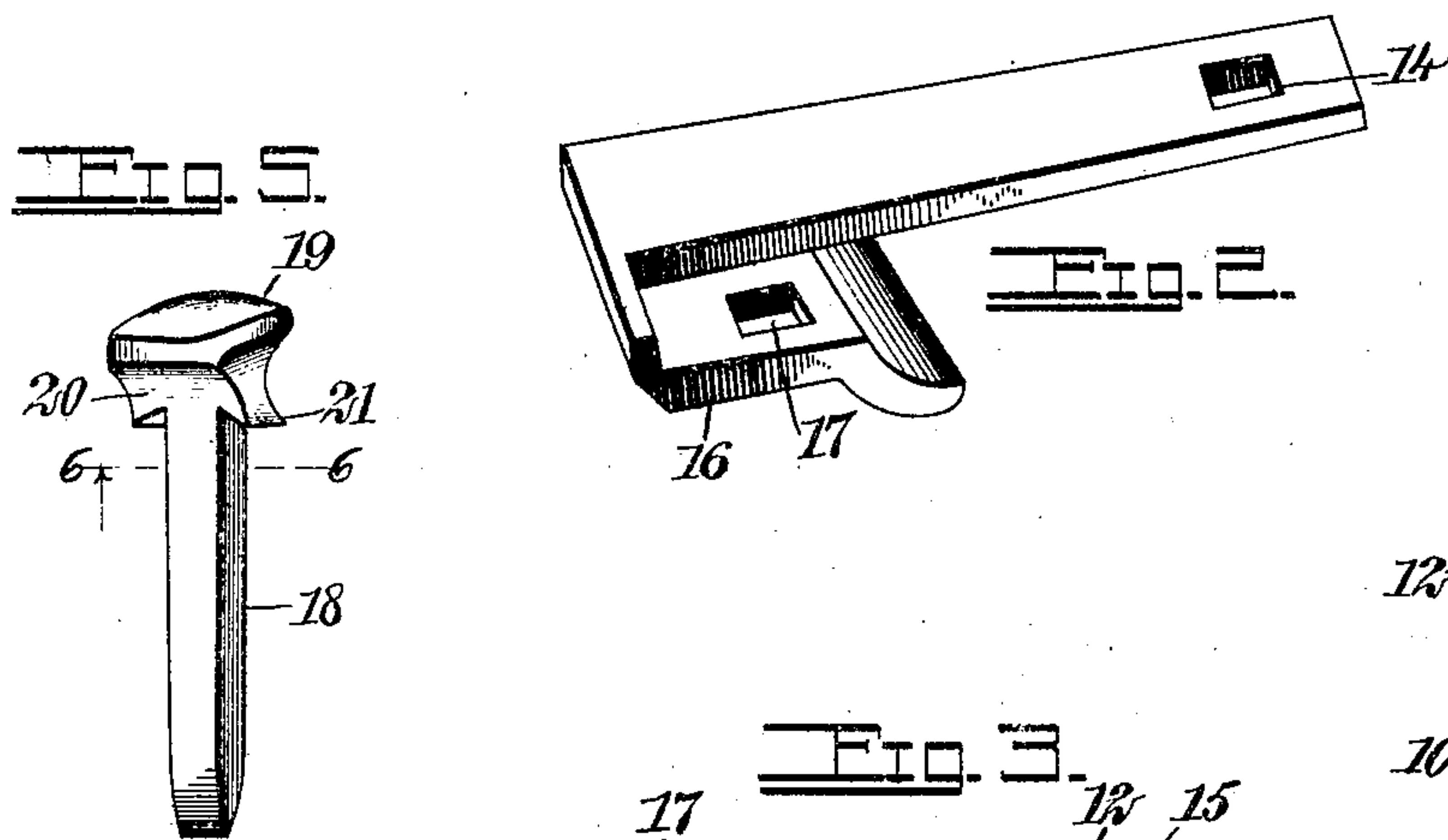
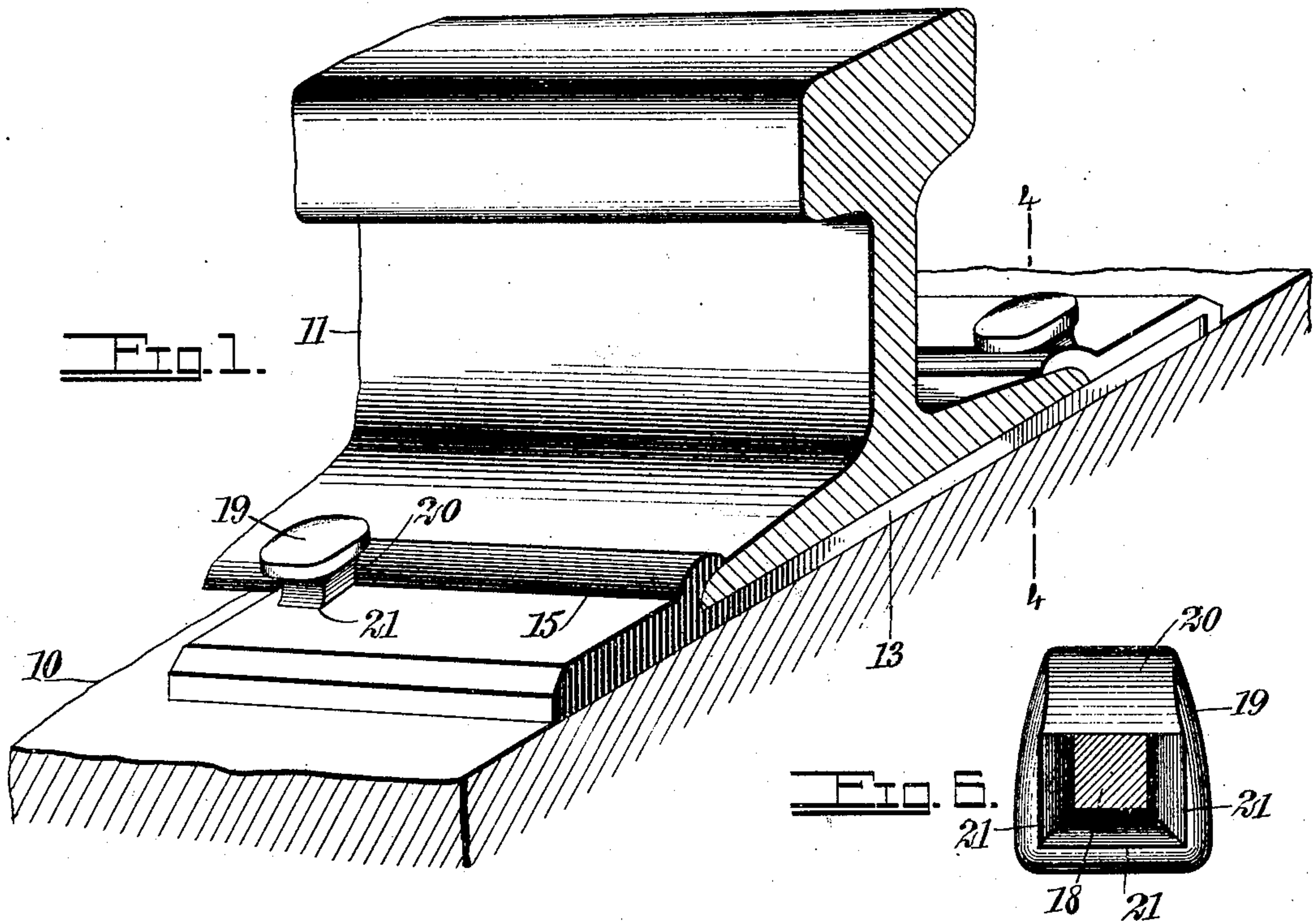


No. 816,370.

PATENTED MAR. 27, 1906.

T. G. PETERMAN.
RAILWAY SPIKE AND TIE PLATE.
APPLICATION FILED MAY 26, 1905.



WITNESSES:
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UNITED STATES PATENT OFFICE.

TOLBERT G. PETERMAN, OF CUMBERLAND, MARYLAND.

RAILWAY SPIKE AND TIE-PLATE.

No. 816,370.

Specification of Letters Patent.

Patented March 27, 1906.

Application filed May 26, 1905. Serial No. 262,362.

To all whom it may concern:

Be it known that I, TOLBERT G. PETERMAN, a citizen of the United States, and a resident of Cumberland, in the county of Allegany and State of Maryland, have invented a new and Improved Railway Spike and Tie-Plate, of which the following is a full, clear, and exact description.

This invention relates to improvements in spikes and tie-plates for railway-rails, the object being to provide a spike so constructed as not only to firmly hold the rail, but effectually prevent the passing of water down the spike to the tie, thus preventing rotting of the wooden tie at this point and consequent loosening of the spike.

Another object is to provide a tie-plate of novel construction and particularly adapted for use with a spike.

I will describe a railway spike and tie-plate embodying my invention, and then point out the novel features in the appended claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of spikes and a tie-plate embodying my invention. Fig. 2 is a perspective view of one member of the tie-plate, the same being inverted. Fig. 3 shows a tie-plate in plan. Fig. 4 is a section on the line 4 4 of Fig. 1. Fig. 5 shows the spike, and Fig. 6 is a section on the line 6 6 of Fig. 5.

Referring to the drawings, 10 designates an ordinary wooden tie, and 11 a rail. This rail rests upon a tie-plate consisting of two sections 12 13, the sections being separated transversely of the rail, and the meeting edges are longitudinally inclined, which will to some extent prevent lateral movements of the members one relatively to the other. Each member of the tie-plate is provided at its base portion with a spike-opening 14, and each member is also provided at the top with a hook-shaped flange 15 for engaging over

the base of the rail, as indicated in Fig. 1. The flange 15 of one member of the tie-plate extends across the other member—that is, each member is provided with a lateral offset 16, which engages against the upper side of the base portion of the other member, and this offset 16 is provided with a spike-opening 17, designed to register with the spike-opening 14 of the companion plate. The spike 18 has its head 19 concaved at one side, as indicated at 20, to engage against the curved outer surface of the flange 15. At three sides the lower portion of the head is provided with downwardly-extended flanges 21, which are sharpened at the lower edge, so as to engage slightly in the metal of the tie-plate, thus preventing any possible entrance of water that might reach the wooden tie.

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

1. The combination with a tie-plate of a spike having downwardly-extended flanges at three sides of its head.

2. The combination with a tie-plate of a spike having downwardly-extended flanges at three sides of the lower portion of its head, said flanges being sharpened at the lower edge.

3. The combination with a tie-plate of a spike having a head concaved at one side and downwardly-extended flanges at three of its other sides, the said flanges being sharpened at the lower edge.

4. A railway tie-plate comprising two longitudinally-separated members, each member having a portion for extending over a portion of the other member, and each member having on its upper side, a flange for engaging over the base of a rail.

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

TOLBERT G. PETERMAN.

Witnesses:

JAS. A. YOUNG,
FRANK A. FREY.