No. 889,667. PATENTED JUNE 2, 1908.

J. N. DRAEMEL.

RAILWAY SPIKE.

APPLICATION FILED MAR. 25, 1907.

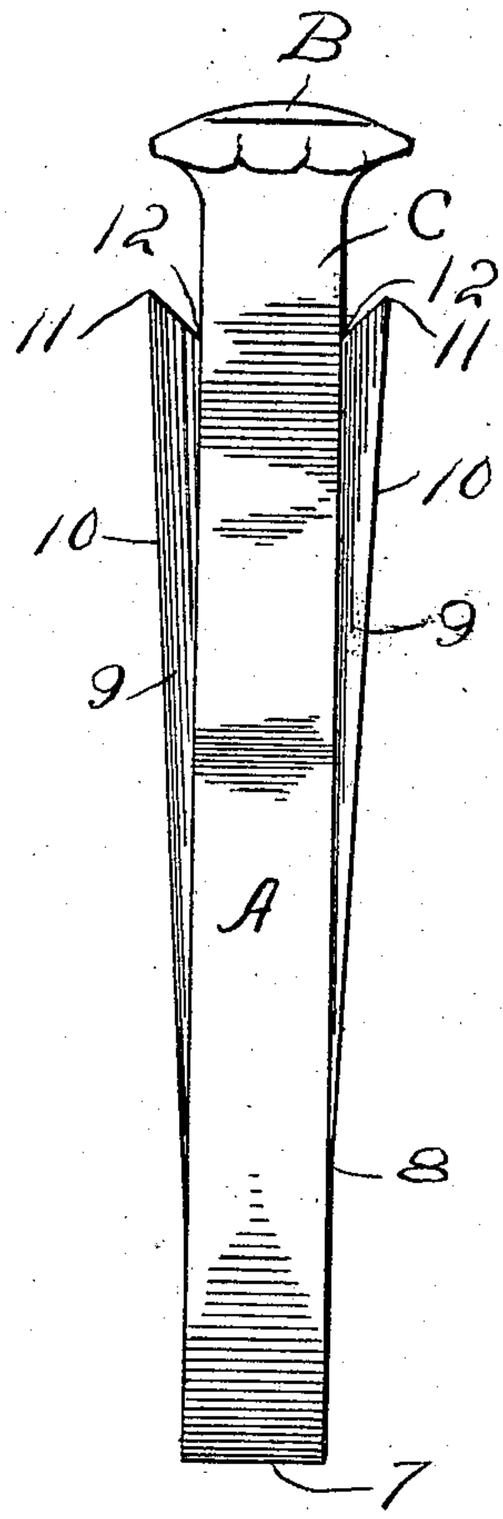

Fig. 1

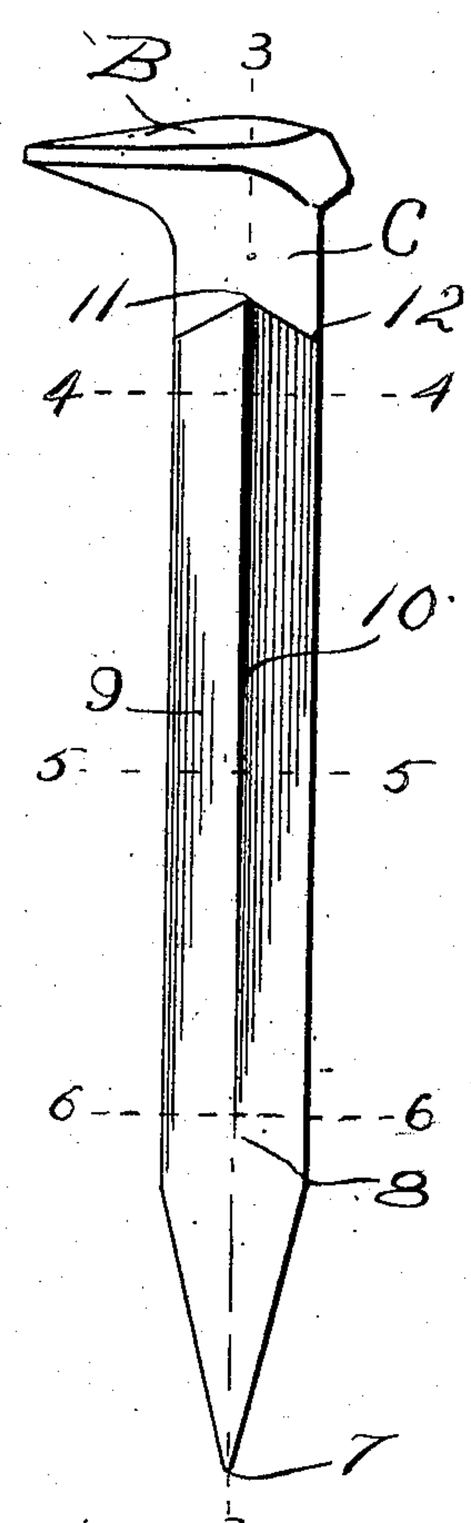

Fig 2

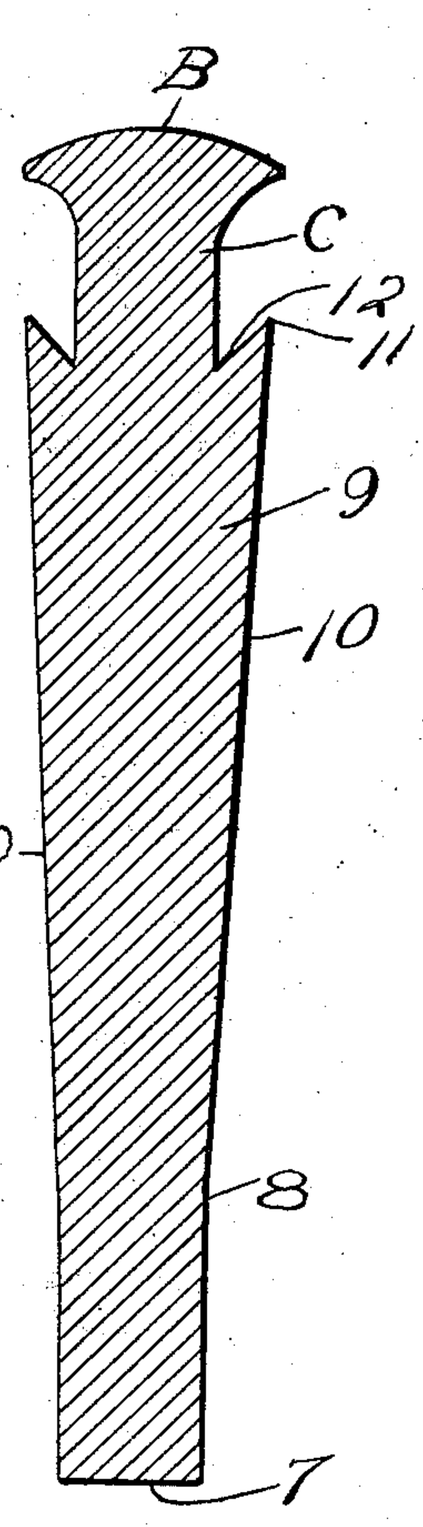

Fig 3

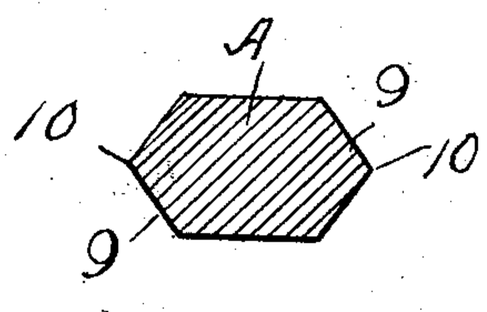

Fig. 4

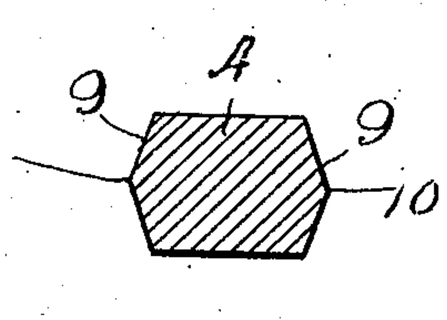

Fig. 5

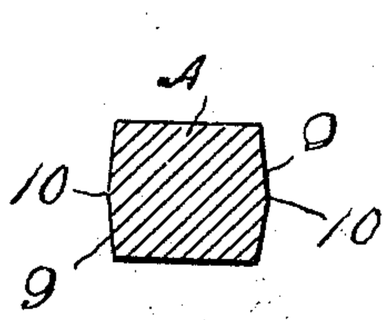

Fig. 6

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UNITED STATES PATENT OFFICE.

JOHANNA N. DRAEMEL, OF FREMONT, NEBRASKA.

RAILWAY-SPIKE.

No. 889,667. Specification of Letters Patent. Patented June 2, 1908.

Application filed March 25, 1907. Serial No. 364,373.

To all whom it may concern:

Be it known that I, JOHANNA N. DRAEMEL, a citizen of United States, residing at Fremont, in the county of Dodge, State of Nebraska, have invented certain new and useful Improvements in Railway-Spikes; and I do hereby 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.

This invention has relation to railroad spikes, so called, of the kind or class that are employed to "spike" rails in place on ties or sleepers.

It is the object of the invention to provide an improved spike that can easily be driven "home" and that will remain securely in place after being so driven.

The nature of the invention is ascertainable from the device portrayed in the annexed drawings, forming a part of this specification, in view of which it will first be described in detail, with respect to its construction and mode of operation, and then be pointed out with particularity in the subjoined claims.

Of the said drawings—Figure 1 is a rear view of my improved spike. Fig. 2 is a side elevation. Fig. 3 is a section in the plane 3 3, Fig. 2. Fig. 4 is a transverse section taken in the plane 4 4, Fig. 1. Fig. 5 is a transverse section taken in the plane 5 5, Fig. 1. Fig. 6 is a transverse section taken in the plane 6 6, Fig. 1.

Similar numerals of reference designate similar parts or features, as the case may be, wherever they occur.

In the drawings, A designates the shank of the spike. B is the head and C the neck.

The shank may be of any suitable length and has its point 7 tapered or beveled from rear and front inward to form a sharp chisel end that will cut across the grain of the tie when the spike is driven. The sides of the spike above the point are made substantially flat to the point 8 where a fin 9 is commenced to be developed on each side, the said fin consisting of an extension of the sides sloping from the front and rear edges out to edges 10 extending longitudinally and centrally from the point 8 up to the point 11 above the base 12 of the neck C. The fins 9 are so shallow at the point of starting as to be scarcely discernible, whence they widen on a regular line to the top where each fin extends out to one half the width or more of the shank A. From the top 11 each fin inclines downwardly and inwardly to the base of the neck, thus forming a shoulder that inclines from the neck upward, terminating at the top 11 in a sharp spear-like point. The sides of the neck from its base to the head as well as its front and back are straight.

The advantages of a spike constructed in accordance with my improvements are that it can easily be driven by reason of its tapering form and its upwardly extended shoulders terminating in a point that will take into the wood at the sides of the neck and hold the spike securely against working upward. Yet, if it should be desired to withdraw the spike, by merely chiseling or cutting away the wood above the shoulders it can be withdrawn with ease.

The neck C is a relatively short length of the shank, not longer than is necessary to afford material for the outward and upwardly extended spear or pike-like shoulders to take into, while the point of the spike is tapering and without fins at the sides. These are the important features of the improvement and are clearly shown in the several views of the drawings.

What is claimed is—

A railroad spike having its point sharpened by beveling from front to rear, and fins formed on its sides extending from its front and rear edges on outwardly inclined lines to a longitudinal central edge from a vanishing point above the lower end and thence widening to a point near the head and terminating in shoulders that incline from the outer sides of the fins downward to the sides of the shank proper, giving to the points or ends of the shoulders a sharp pike-like form that extend upward and outwardly, the shank above the shoulders and below the head having the form of a short neck.

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

JOHANNA N. DRAEMEL.

Witnesses:
HARRY N. DRAEMEL,
WALDO WINTERSTEEN.