R. A. ROSSMEISL.

RAILWAY SPIKE.

APPLICATION FILED JULY 19, 1909.

958,546.

Patented May 17, 1910.

FIG. 1

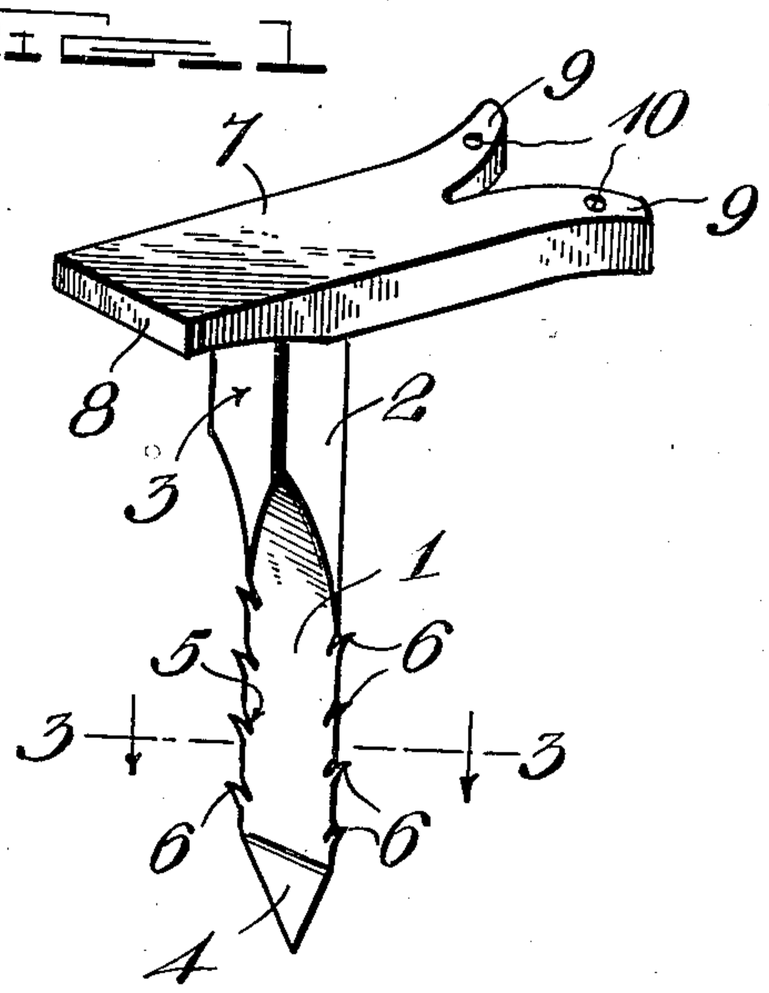


FIG. 3

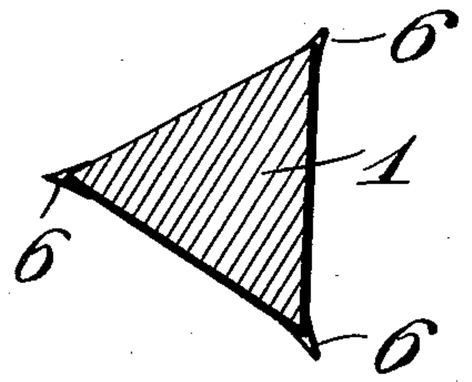
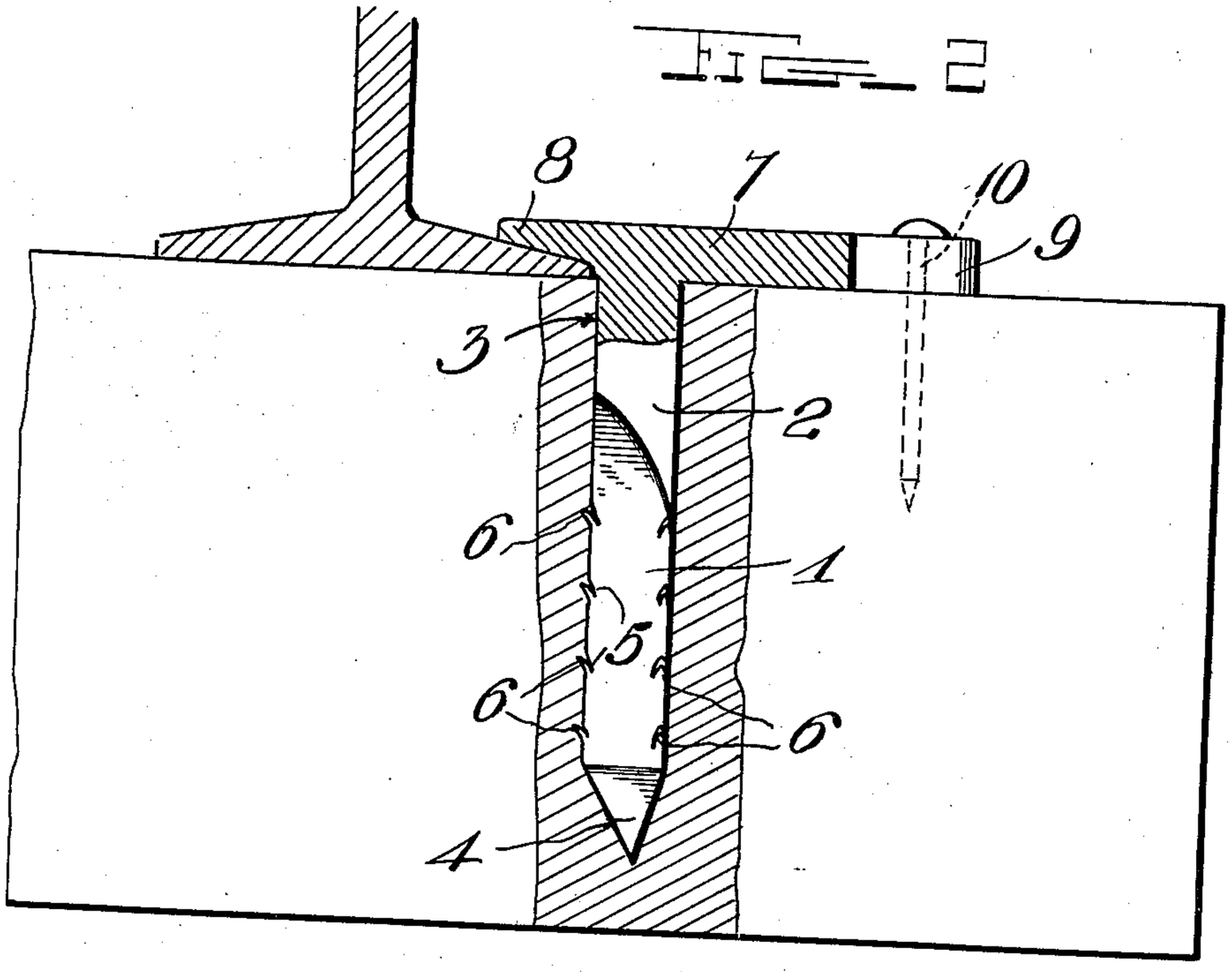


FIG. 2



Witnesses

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UNITED STATES PATENT OFFICE.

RICHARD A. ROSSMEISL, OF WHITINGHAM, VERMONT.

RAILWAY-SPIKE.

958,546. Specification of Letters Patent. **Patented May 17, 1910.**

Application filed July 19, 1909. Serial No. 508,301.

To all whom it may concern:

Be it known that I, RICHARD A. ROSSMEISL, a citizen of the United States, residing at Whitingham, in the county of Windham and State of Vermont, have invented certain new and useful Improvements in Railway-Spikes; and I do 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 relates to improvements in railway spikes.

The object of the invention is to provide a railway spike having means whereby the same will be securely held when driven into a tie and having means thereon to engage the flange of the rail and to securely brace or fasten the rails to the ties.

With the foregoing and other objects in view, the invention consists of certain novel features of construction, combination and arrangement of parts, as will be more fully described and particularly pointed out in the appended claim.

In the accompanying drawings, Figure 1 is a perspective view of a spike constructed in accordance with the invention; Fig. 2 is a vertical section showing the spike driven into a tie and in engagement with the rail; Fig. 3 is a horizontal section through the spike.

Refefring more particularly to the drawings, 1 denotes the spike, the upper end 2 of which is squared or rectangular in cross section and provided on one side with an extension 3 which, when a spike is driven into the tie, bears against the outer edge of the base flange of the rail. The lower portion of the spike is preferably three cornered or triangular shape in cross section and the lower end of the spike is pointed, as at 4, to facilitate the driving of the same into a tie. The corners of the lower triangular portion of the spike are notched, as shown at 5, to provide a series of outwardly and upwardly projecting spurs or barbs 6 which when the spike is driven into the tie prevent the casual withdrawal or loosening of the spike.

On the upper end of the spike is arranged a flat plate like head 7, one end of which projects a short distance beyond the rail engaging side of the spike to form a rail flange engaging projection 8, the inner or lower side of which is beveled or inclined to correspond with the inclination of the upper side of the rail flange, as shown. The opposite end of the plate or head 7 projects a considerable distance beyond the spike and is preferably bifurcated, as shown at 9, and in the bifurcated end of the plate are formed apertures 10 through which nails or similar fastening devices are inserted and driven into the ties, thereby securely holding the upper end of the spike and the head in engagement with the flange of the rail and preventing the latter from spreading or upsetting.

From the foregoing description, taken in connection with the accompanying drawings, the construction and operation of the invention will be readily understood without requiring a more extended explanation.

Various changes in the form, proportion and the minor details of construction may be resorted to without departing from the principle or sacrificing any of the advantages of the invention, as defined in the appended claim.

Having thus described my invention, what I claim is:

A railway spike comprising a body portion having a rectangular offset upper end, and a triangular-shaped lower portion, a series of barbs or spurs formed on the corners of said triangular portion, a plate like head on the upper end of the spike, said head having one end beveled on its under side and adapted to be engaged with the flange of the rail and having its opposite end bifurcated and projecting a suitable distance beyond the opposite side of the spike, said bifurcated end having formed therein apertures for fastening devices to be inserted therethrough and driven into the tie whereby the upper end of the spike is braced and secured in operative engagement with the rail.

In testimony whereof I have hereunto set my hand in presence of two subscribing witnesses.

RICHARD A. ROSSMEISL.

Witnesses:

JOHN R. GILLETTE,

GERALD H. WHEELER.