

(No Model.)

H. M. WALTMAN.
RAILROAD SPIKE.

No. 419,234.

Patented Jan. 14, 1890.

Fig. 1.

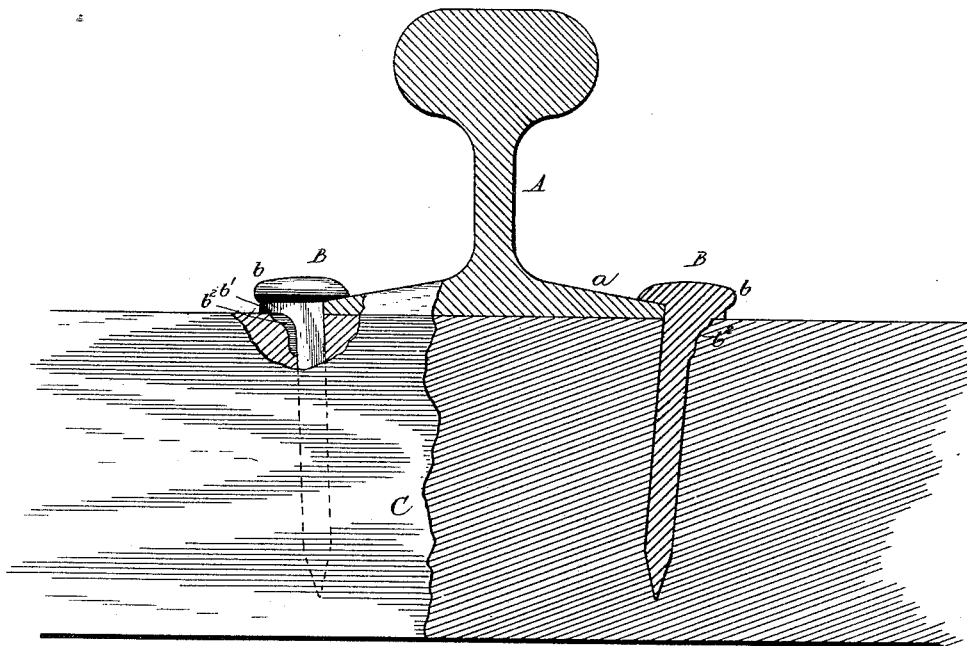
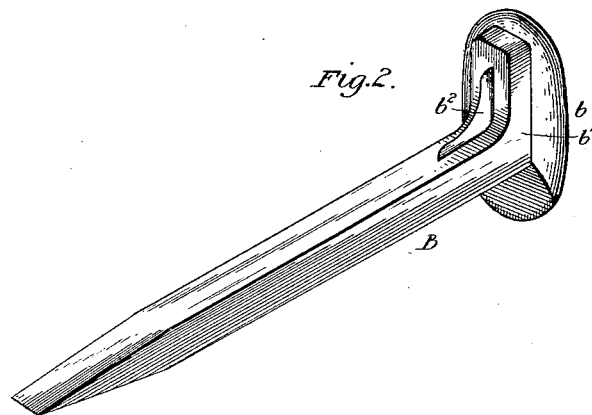


Fig. 2.



Witnesses:
Harry S. Rohrer
Wm. S. Norton

Inventor:
Henry M. Waltman
By *J. B. Cralli*
Attorney.

UNITED STATES PATENT OFFICE.

HENRY M. WALTMAN, OF LOMIRA, WISCONSIN.

RAILROAD-SPIKE.

SPECIFICATION forming part of Letters Patent No. 419,234, dated January 14, 1890.

Application filed November 12, 1889. Serial No. 330,061. (No model.)

To all whom it may concern:

Be it known that I, HENRY M. WALTMAN, a citizen of the United States, residing at Lomira, in the county of Dodge and State of Wisconsin, have invented certain new and useful Improvements in Railroad-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, reference being had to the accompanying drawings, and to the letters of reference marked thereon, which form a part of this specification.

My invention relates to railroad-spikes; and its objects are, first, to hold the rail rigidly to the tie; second, to construct the spike so that the act of driving will render impossible the rotation or movement of the spike on its own axis; third, to effect a durable joinder of the rail to the tie, and, fourth, to accomplish these ends with structural simplicity and economy. I accomplish these aims by the device illustrated in the accompanying drawings, in which—

Figure 1 represents a side elevation, partly in section, of a rail joined to a tie by the use of my invention; and Fig. 2 is a detail view of the spike.

The same designations indicate corresponding parts in both the views.

This invention is intended to improve that shown and claimed in Patent No. 412,436, granted to me on the 8th day of October, 1889.

The rail A, having a foot *a*, is held to the tie C by the spike B, which has a head *b*, projecting in either direction equally from the axis. The body of the spike B terminates downwardly in an equally-tapering line, and upwardly in a perpendicular support *b'*, whereon the head *b* rests. On one side of the body is a curved rib *b²*, in the axial center thereof, the other end whereof abuts the support *b'*, serving thus to prevent the spike from moving in its recess after driving.

Having thus fully described my improvements, what I claim is—

As an improved article of manufacture, a railroad-spike B, whose body tapers downwardly and terminates upwardly in a perpendicular support *b'*, whereon the head *b* rests, said body having on one face thereof a curved rib *b²*, constructed as and for the purpose described.

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

HENRY M. WALTMAN.

Witnesses:

GEBHARD WEBER,
GEO. THEISEN.