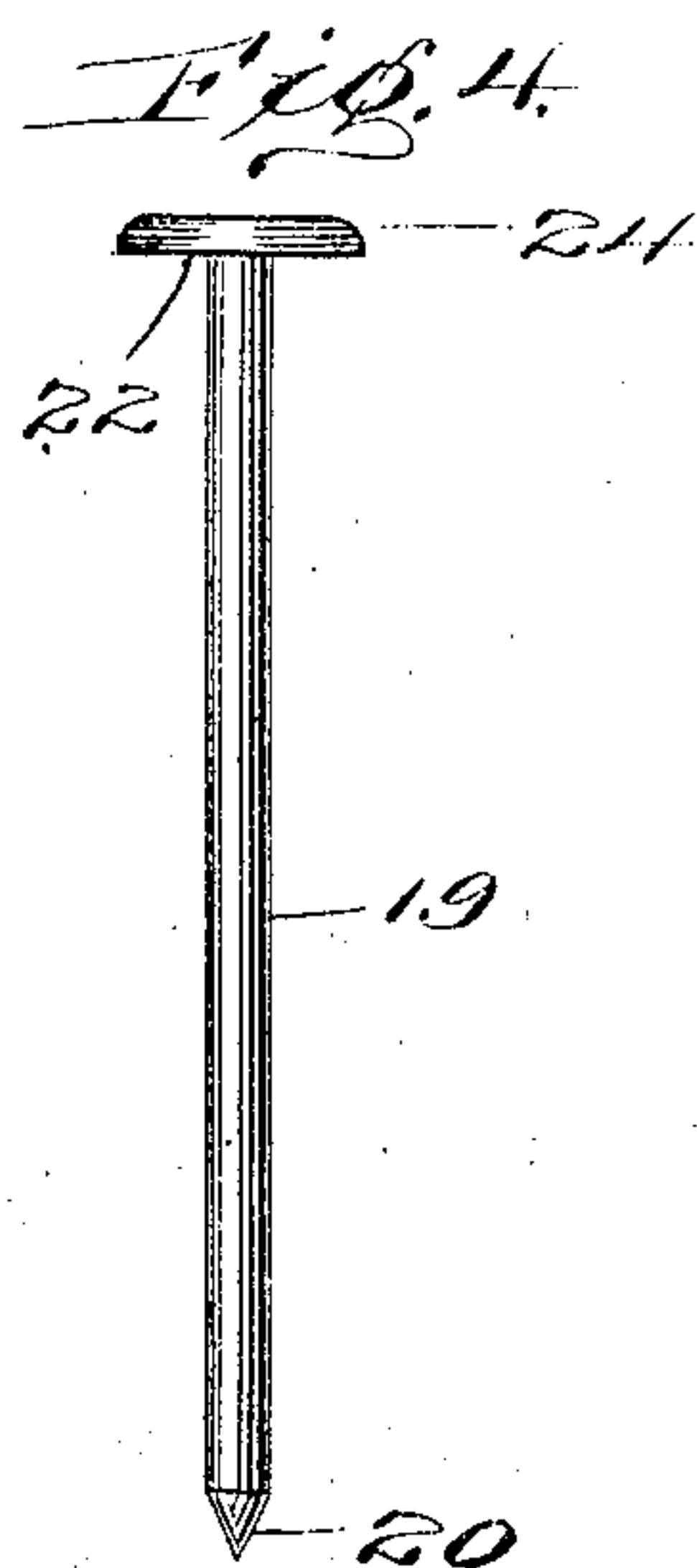
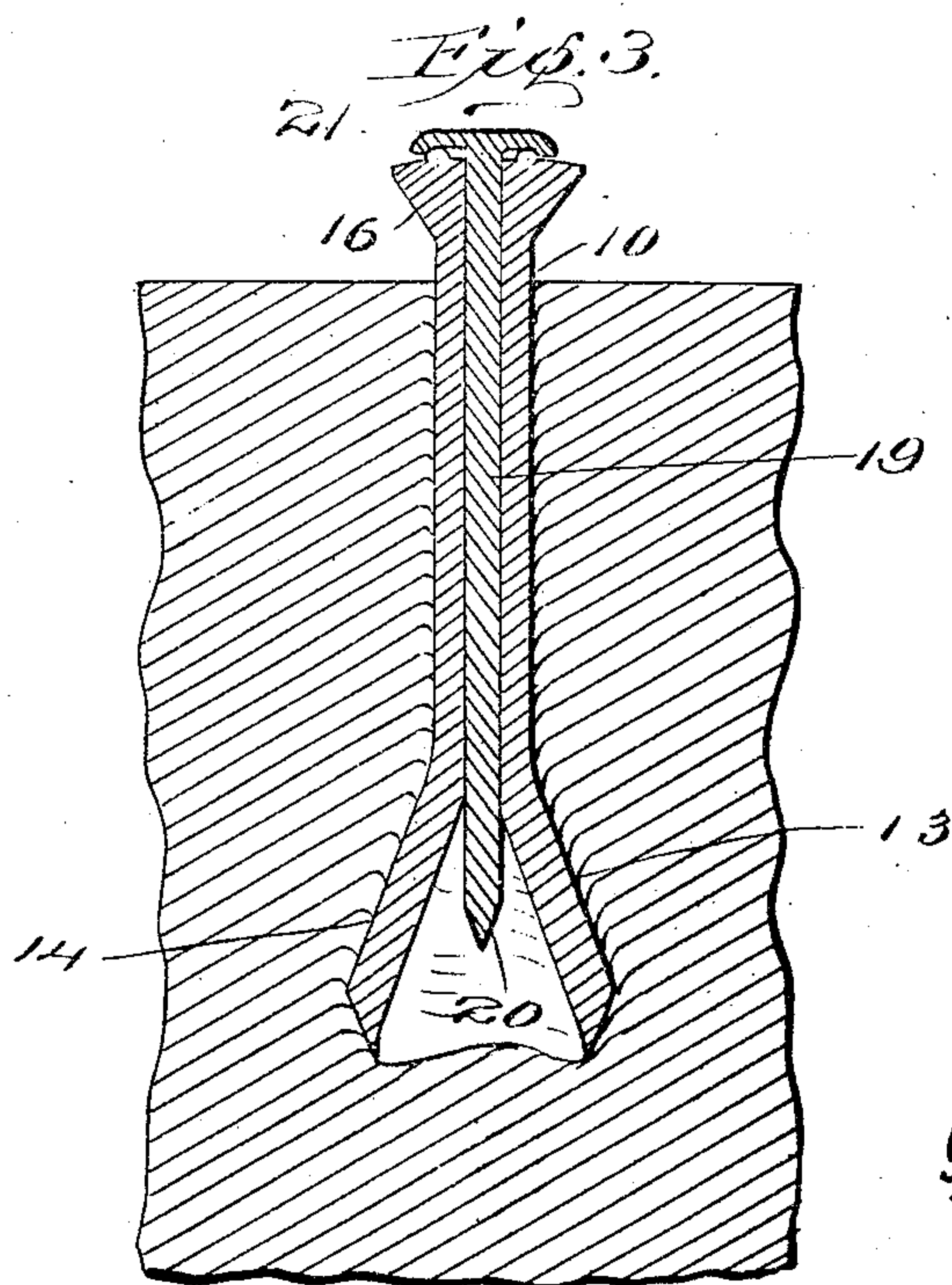
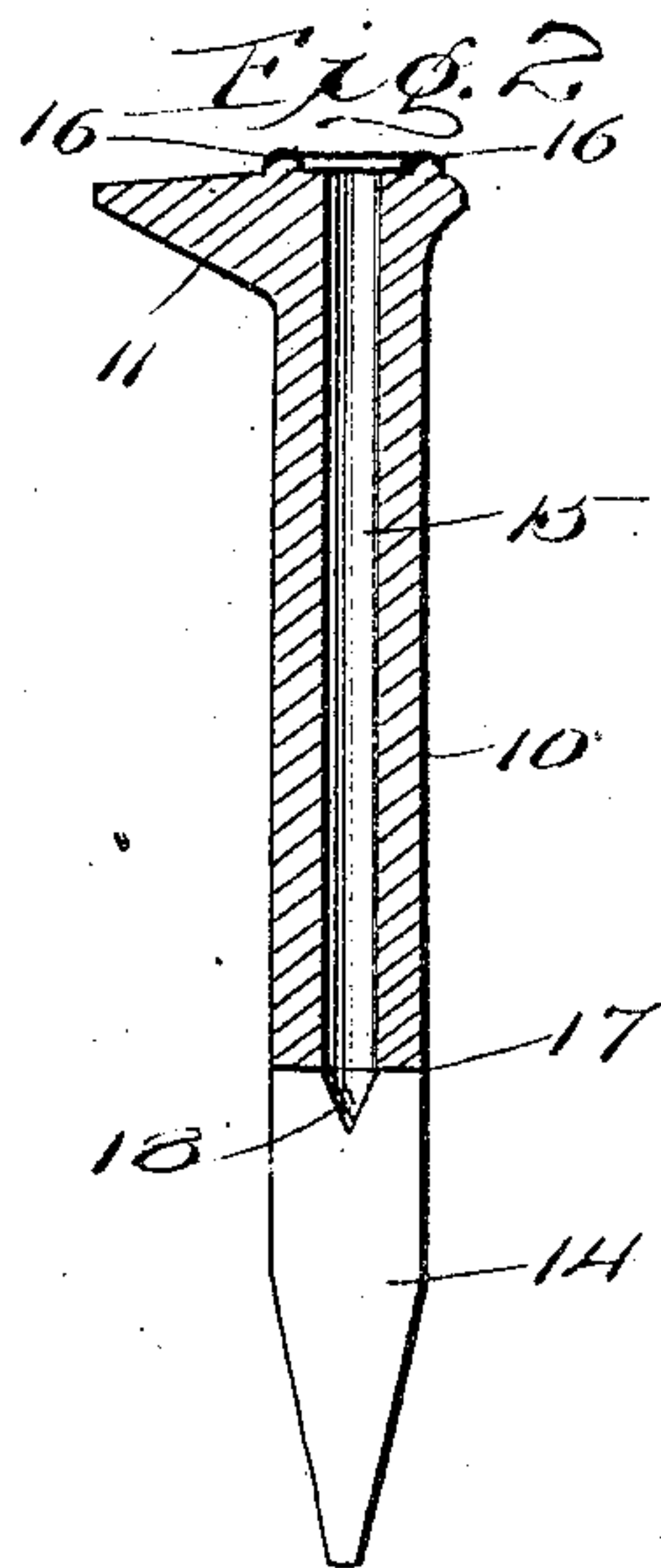
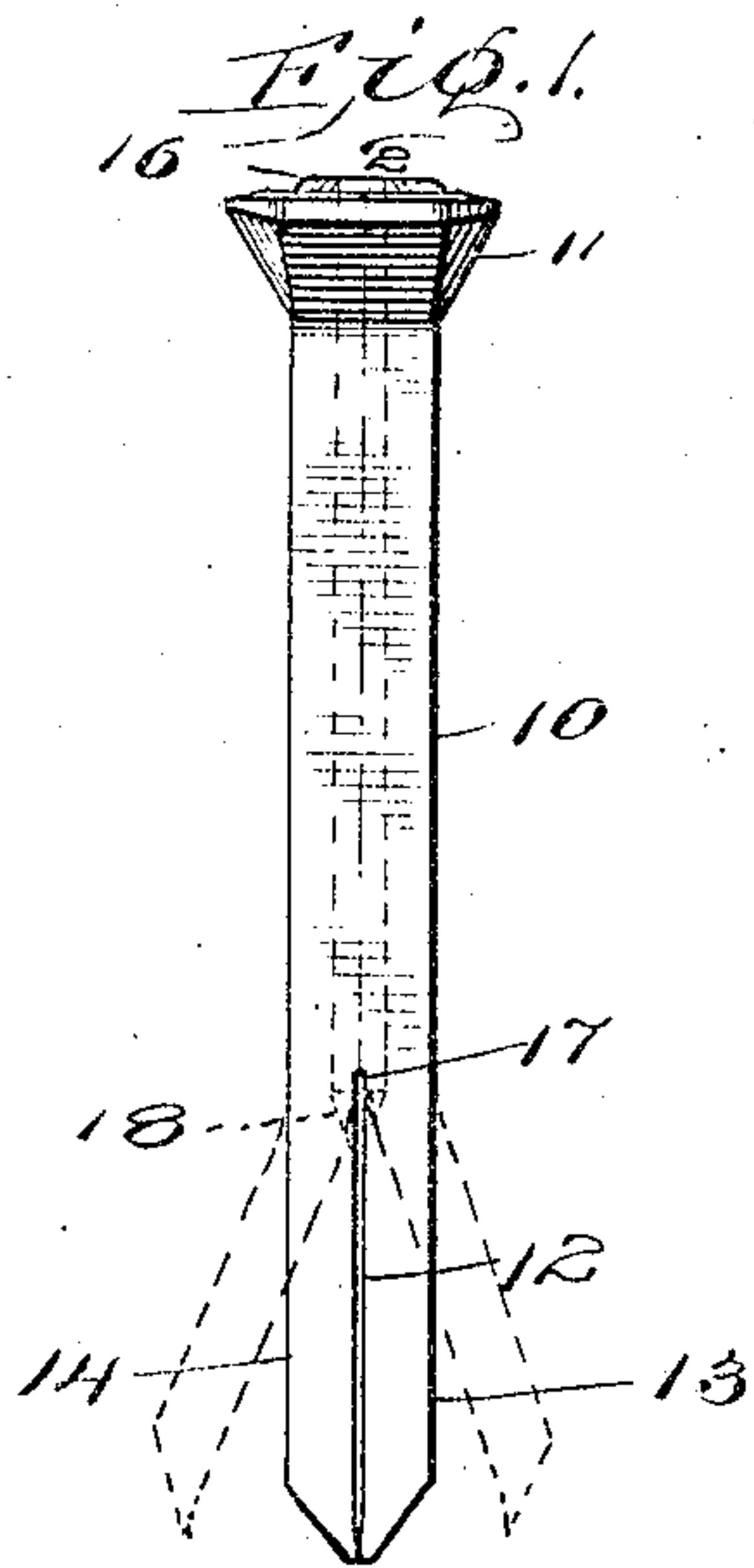


F. P. KOBERT.
RAILWAY SPIKE.
APPLICATION FILED SEPT. 21, 1906.

938,875.

Patented Nov. 2, 1909.



Frank P. Kobert
Inventor

Witnesses

J. M. Fowler Jr.
L. L. Morrell

By

Admiral Begg
Attorney

UNITED STATES PATENT OFFICE.

FRANK P. KOBERT, OF NEW YORK, N. Y.

RAILWAY-SPIKE.

938,875.

Specification of Letters Patent.

Patented Nov. 2, 1909.

Application filed September 21, 1906. Serial No. 335,615.

To all whom it may concern:

Be it known that I, FRANK P. KOBERT, a citizen of the United States, residing at New York city, in the county of New York and State of New York, have invented certain new and useful Improvements in Railway-Spikes, of which the following is a specification.

This invention relates to driven fastenings and especially to those fastenings ordinarily employed as railway spikes.

An object of this invention is to provide a railway spike of substantially the ordinary conformation with improved means for preventing the accidental displacement of the spike from the tie or sleeper.

A further object of the invention is to provide a railway spike having its vertically pointed end bifurcated and with auxiliary means for expanding the bifurcated ends after the spike is driven into the tie or sleeper.

A further object of the invention is to provide a railway spike having a bifurcated pointed end and with an opening extending longitudinally from the headed end to the bifurcation and with an auxiliary pin arranged and proportioned to be driven into the longitudinal opening to expand the bifurcated end.

With these and other objects in view, the invention comprises certain other novel constructions combinations and arrangements of parts, as will be hereinafter fully described and claimed.

In the drawings:—Figure 1 is a view of the improved railway spike in side elevation. Fig. 2 is a longitudinal sectional view of the spike taken on line 2—2 of Fig. 1. Fig. 3 is a longitudinal, vertical sectional view of the improved spike taken on a line at right angles to the section of Fig. 2 and showing the bifurcated ends expanded. Fig. 4 is a view in side elevation of the expanding pin.

Like characters of reference designate corresponding parts throughout the several views.

The railway spike forming the subject-matter of this application, comprises a spike

body 10 of substantially or approximately the usual and ordinary conformation, provided with a head 11 at one end and having its opposite or pointed end bifurcated by a slot 12, providing fingers 13 and 14. Longitudinally through the body of the spike is projected a hole 15 ordinarily cylindrical but not limited thereto, as any form of hole will be found satisfactory. About the upper end of the hole 15 and upon the head 11 is provided an annular rib 16 preferably spaced from the hole at a little distance and providing means whereby the spike may be driven without closing the upper end of the hole by upsetting the head of the spike. The hole 15 is projected longitudinally a portion of the length of the spike and ending approximately at the point 17 which divides the upper limit of the bifurcation 12. The lower end of the hole 15 is preferably formed conical or wedge-shaped as shown at 18 so that when the pin 19 is inserted within the hole 15 its pointed or conical end 20 will engage the conical hole 18 to expand the fingers 13 and 14 as indicated in dotted lines in Fig. 1 and in full lines in Fig. 3. The pin 19 is preferably provided with a head 21 having a flange 22 at its outer edge proportioned and positioned to cover the rib 16.

In operation the spike, as a whole, without the pin 19, is driven into the tie or sleeper to engage the base flange of a rail in substantially the usual and ordinary manner. After the spike is driven, as above described, the pin 19 is driven into and through the hole 15, as indicated in Fig. 3, and whereby the pointed or conical end 20 of the pin engages the conical portion 18 of the hole to expand the fingers 13 and 14, and to thereby prevent the removal of the spike from the tie or sleeper and to prevent its working loose under the action of the rail in association therewith.

What I claim is:—

A railway spike comprising a body portion with a head thereon and having a longitudinal bore extending through the head and into the body portion, the head being provided on its upper surface with an annular rib which surrounds the opening in the head; a pin

having a flanged head and adapted to be inserted in said longitudinal bore, and having means cooperating with the body portion to lock the spike in the wood, said flanged head
5 of the pin contacting with said annular rib on said head, substantially as specified.

In testimony whereof I have signed my

name to this specification in the presence of two subscribing witnesses.

FRANK P. KOBERT.

Witnesses:

A. L. VAN NESS,
MARIE MUNDT.