

No. 849,629.

PATENTED APR. 9, 1907

G. LACZAY.
RAIL JOINT.

APPLICATION FILED JAN. 7, 1907.

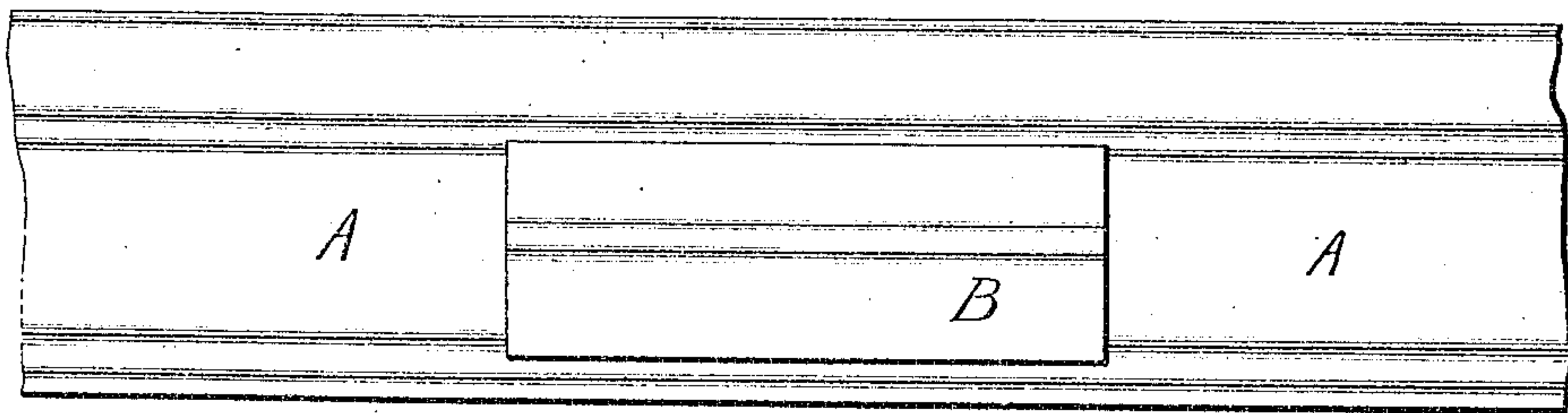


Fig. 1.

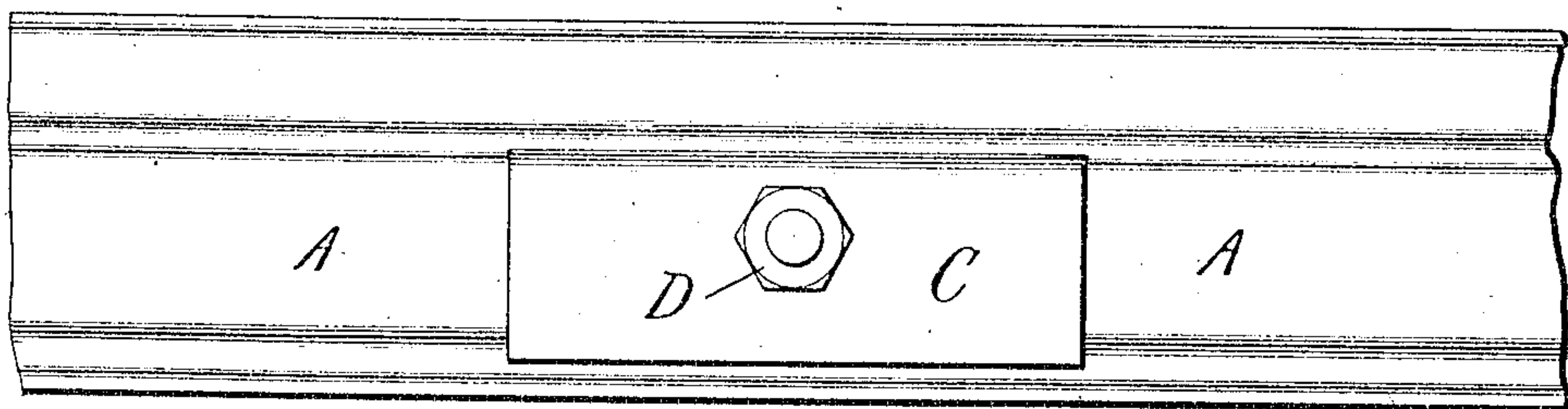


Fig. 2.

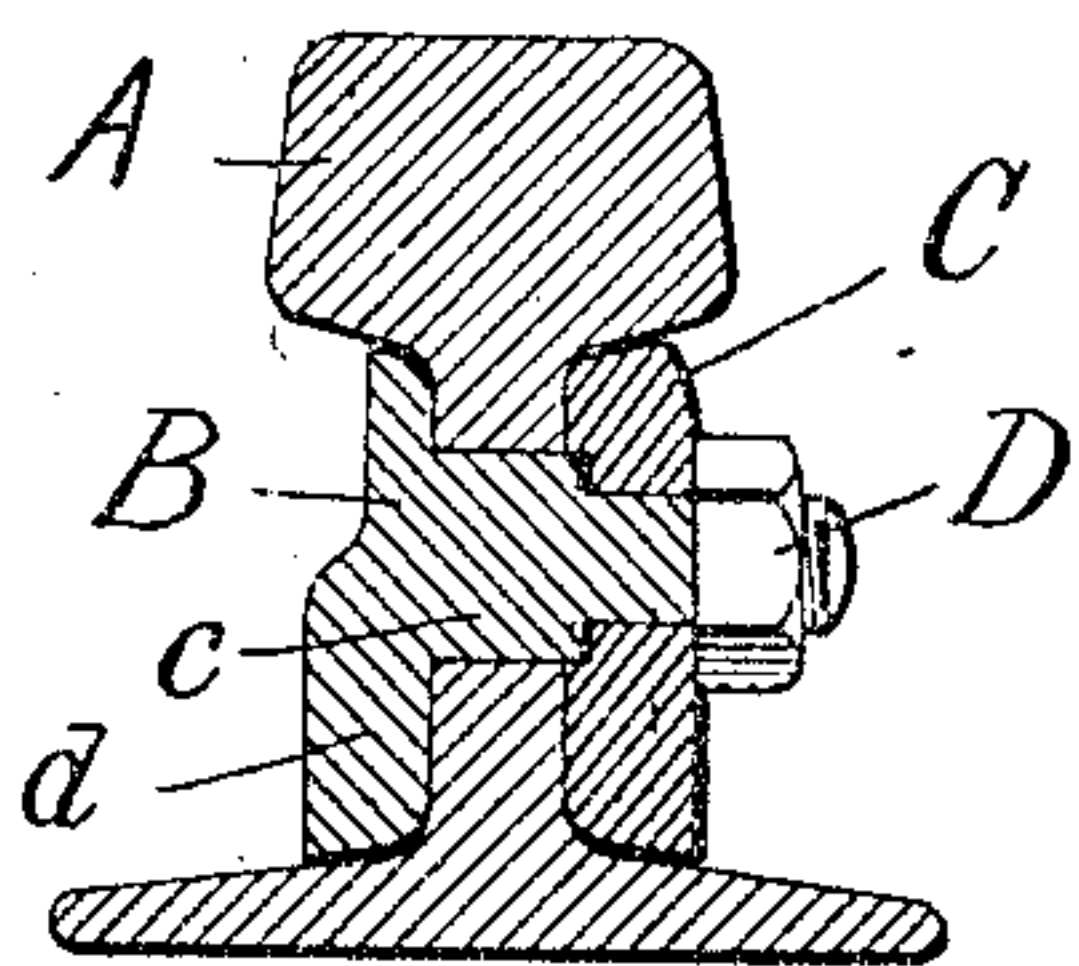


Fig. 3.

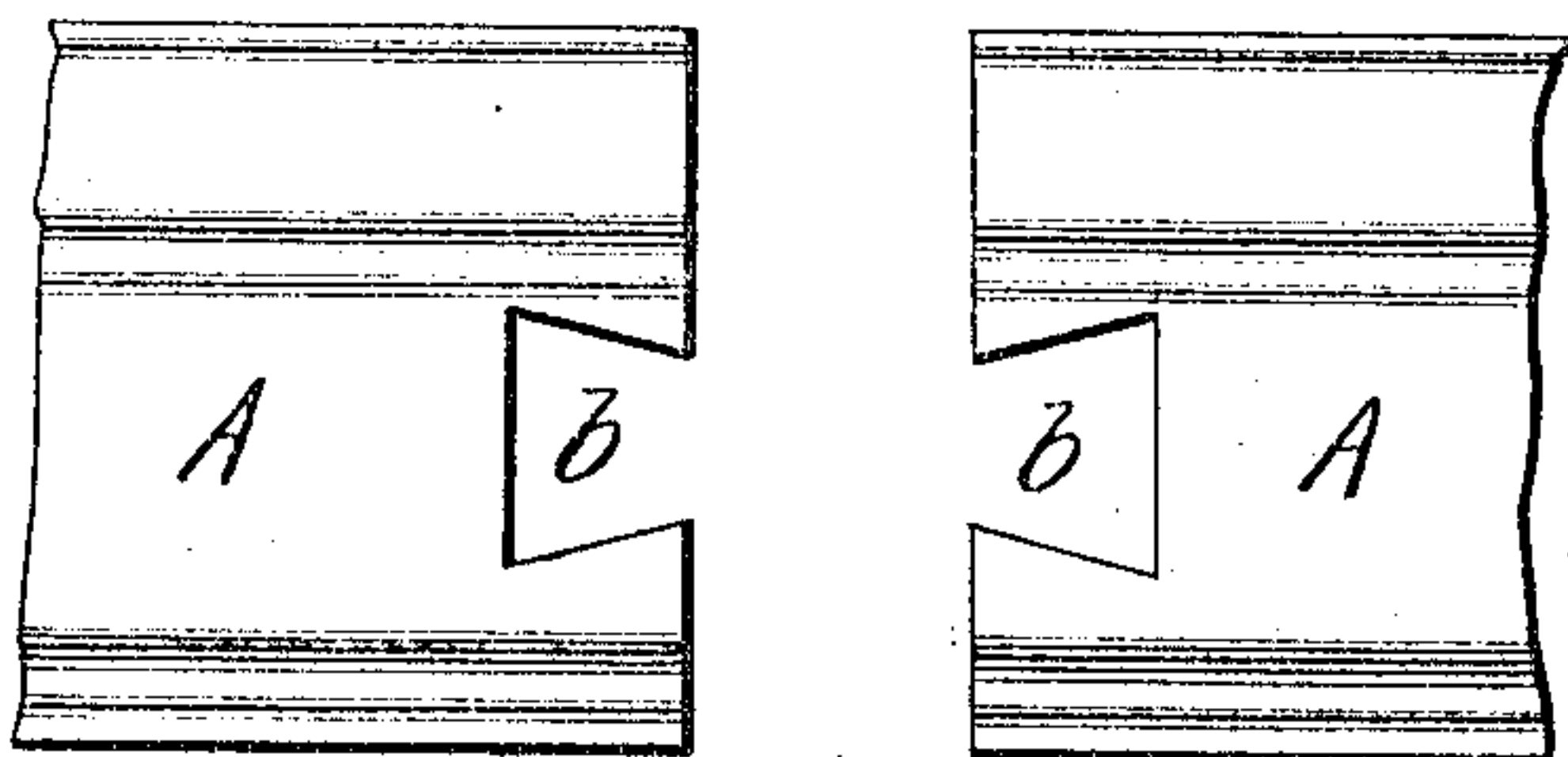


Fig. 4.

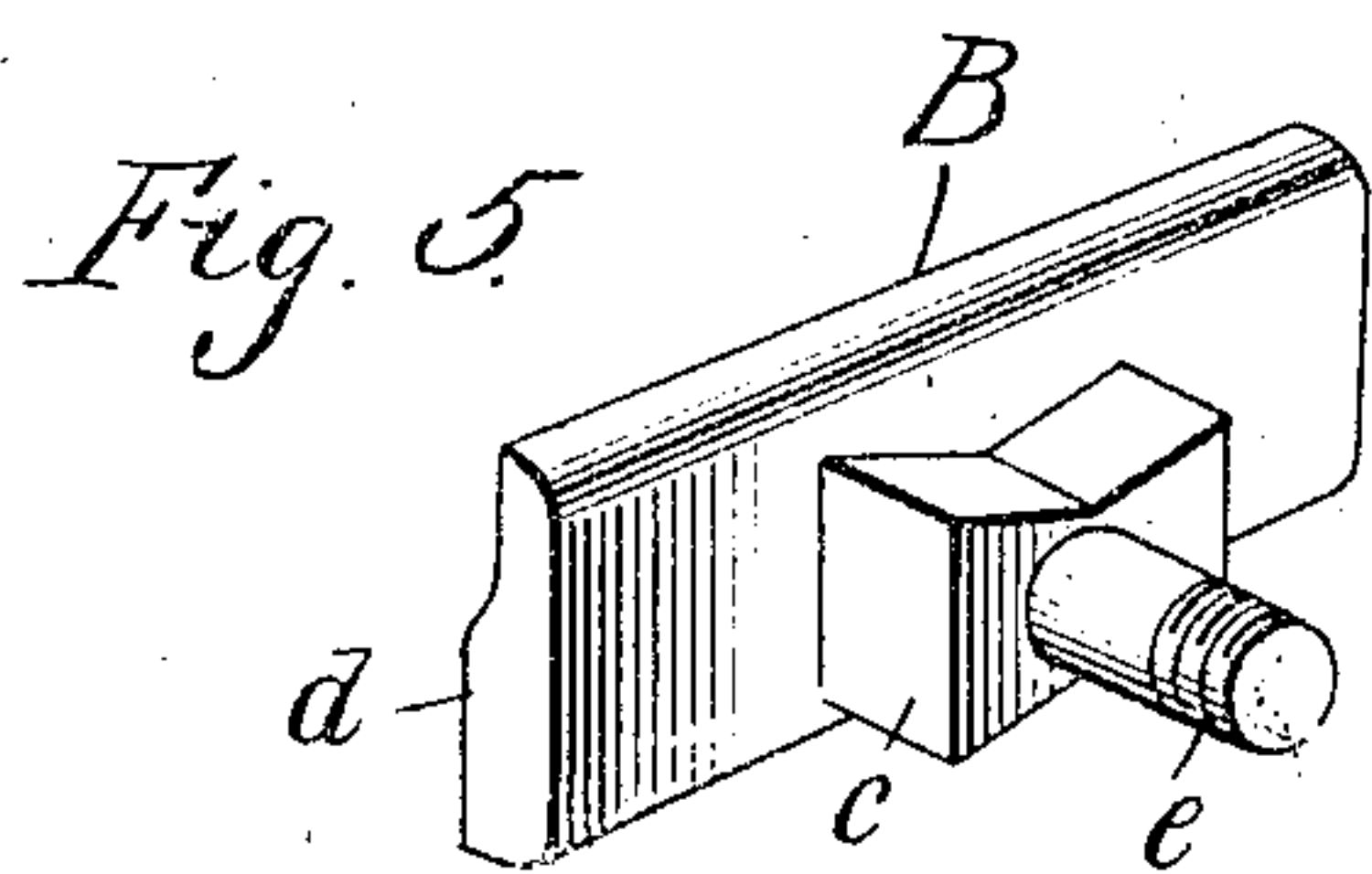


Fig. 5.

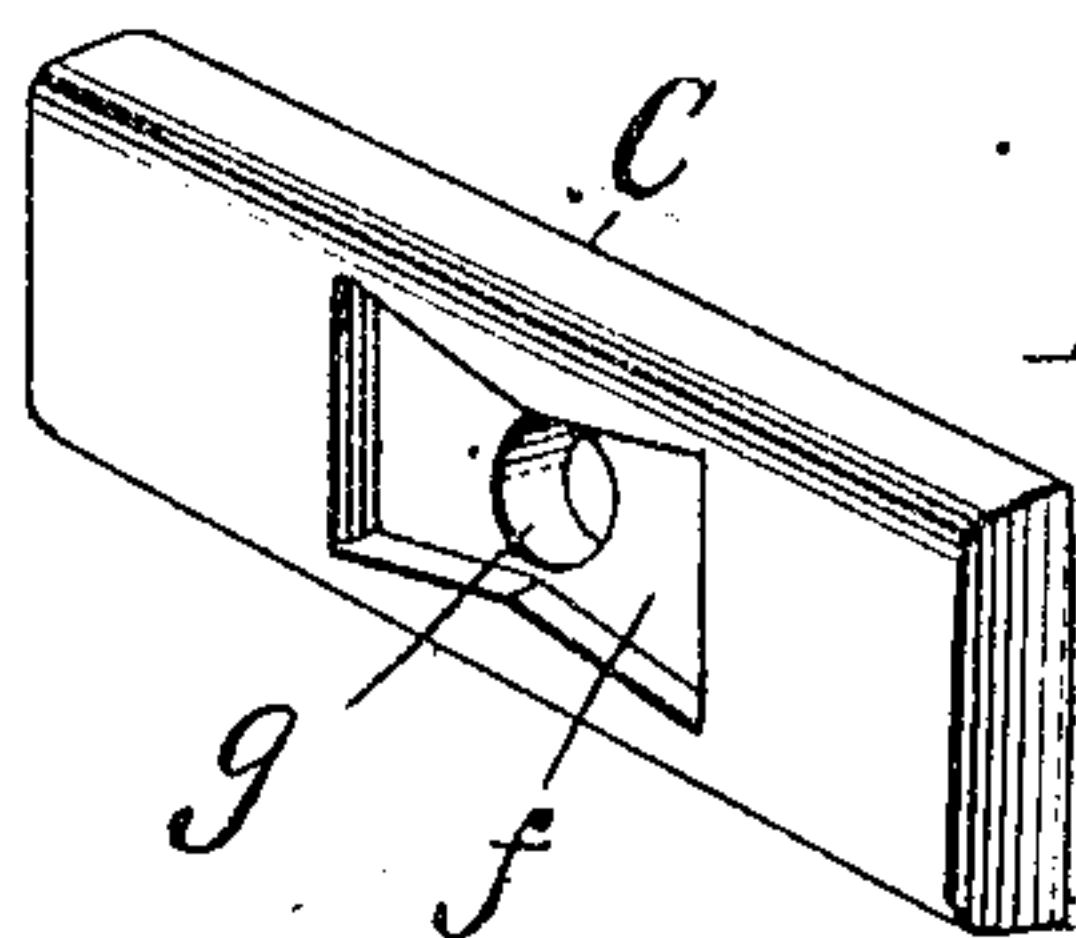


Fig. 6.

Witnesses

Jos. H. Collins.
J. J. Sheehy.

By

George Laczay.
James J. Sheehy.

Inventor

Attorney

UNITED STATES PATENT OFFICE.

GEORGE LACZAY, OF HAMMOND, LOUISIANA.

RAIL-JOINT.

No. 849,629.

Specification of Letters Patent.

Patented April 9, 1907.

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To all whom it may concern

Be it known that I, GEORGE LACZAY, a subject of the Emperor of Austria-Hungary, residing at Hammond, in the parish of Tangipahoa and State of Louisiana, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

My invention relates to railway-rail joints; and it contemplates the provision of a joint which while simple, compact, and inexpensive is calculated to strongly connect the rails in such manner that the heads of the same will be perfectly in line or even.

The invention will be fully understood from the following description and claims when the same are read in connection with the accompanying drawings, forming part of this specification, in which—

Figure 1 is an elevation of one side of my novel rail-joint. Fig. 2 is a similar view of the opposite side thereof. Fig. 3 is a transverse section taken in a plane between the meeting ends of the rails. Fig. 4 comprises disconnected views of the meeting ends of the rails. Fig. 5 is a perspective view showing the inner side of one of the fish-plates comprised in the joint. Fig. 6 is a similar view showing the inner side of the other fish-plate.

Similar letters designate corresponding parts in all of the views of the drawings, referring to which—

A A are the rails that enter into my improved rail-joint. These rails are peculiar in that they are provided in the meeting ends of their webs *a* with dovetail notches *b*.

B is one of the fish-plates of the joint. C is the other fish-plate, and D is the nut through the medium of which the rails and fish-plates are held in their proper relative positions. The fish-plate B comprises a main or body portion *d*, adapted to rest between the bases and heads of the rails at one side of the webs thereof, a lug *e*, of double dovetail form, made integral with and disposed at the inner side of the body *d*, so as to loosely occupy the notches *b* in the meeting ends of the rail-webs to allow for expansion, and a threaded shank *e*, made integral with and extending from the lug *e*. The fish-plate C is peculiar in that it is provided in its inner side with a recess *f*, of double dovetail form, arranged to receive

part of the lug *e*, Fig. 5, and is also provided with an aperture *g* for the passage of the threaded shank *e*.

All of the parts of my novel joint are preferably of steel, and they are assembled in the manner shown—that is to say, the meeting ends of the rails A are brought together, the fish-plate B is arranged at one side of the rails with its lug *e* resting in and beyond the notches *b* in the webs of the rails, the fish-plate C is positioned on the shank *e* so that its recess *f* receives part of the lug *e*, and the nut D is turned up on the shank *e* and against the outer side of the fish-plate C. With the parts thus assembled and connected together it will be observed that the rails are strongly connected together with their heads perfectly level or in strict alinement, and it will also be observed that the heads of the rails are supported by the fish-plates, and that the weight which the rail-webs impose on the lug *e* is distributed equally between the two fish-plates, which contributes materially to the strength and durability of the joint as a whole. It will further be observed that when the single nut D is turned off the shank *e*, the fish-plates B and C may be expeditiously removed, leaving the rails disconnected for repairs or any other purpose.

The embodiment of but one nut and bolt or shank in my novel rail-joint obviously contributes materially to the inexpensiveness of the same.

The construction shown and described constitutes the preferred embodiment of my invention; but I desire it understood that in practice such changes in the form, construction, and arrangement of parts may be made as fairly fall within the scope of my invention as claimed.

Having described my invention, what I claim, and desire to secure by Letters Patent, is—

A rail-joint comprising rails having dovetail notches in the meeting ends of their webs, a fish-plate arranged at one side of the webs of the rails and extending between the bases and heads thereof and having a recess of double dovetail form in its inner side and also having a transverse aperture extending outward from the center of the recess, a fish-plate arranged at the opposite side of the

webs of the rails and extending between the bases and heads thereof and having an integral lug of double dovetail form, arranged at its inner side and extending laterally through the notches of the rail-webs and snugly occupying the recess in the first-mentioned fish-plate, and also having a threaded shank extending through the aperture in said fish-plate, and a nut mounted on the

threaded shank at the outer side of the latter to fish-plate.

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

GEORGE LACZAY.

Witnesses:

CHARLES FOLSON,
GEO. W. KENDALL.