

No. 801,475.

PATENTED OCT. 10, 1905.

L. PERÉNYI.  
RAILWAY RAIL.

APPLICATION FILED JULY 11, 1905.

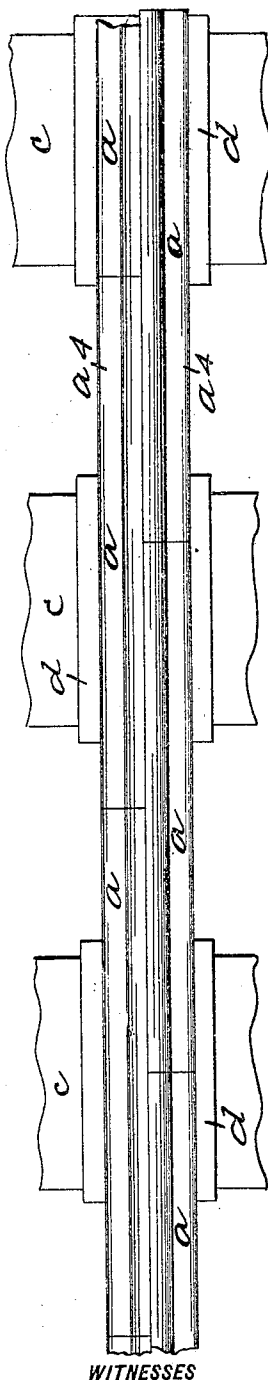


Fig. 1.

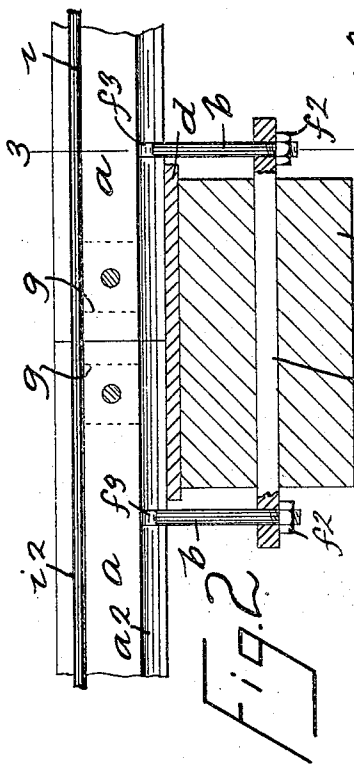


Fig. 2.

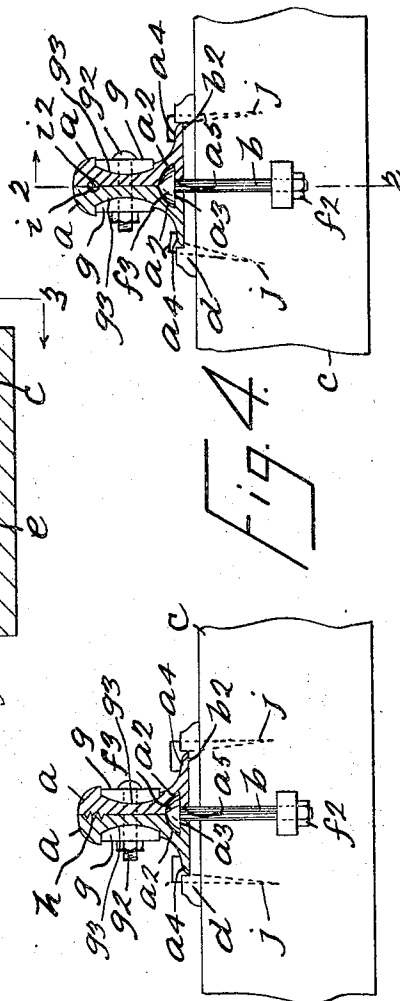


Fig. 3.

Fig. 4.

WITNESSES

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# UNITED STATES PATENT OFFICE.

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## RAILWAY-RAIL.

No. 801,475.

Specification of Letters Patent.

Patented Oct. 10, 1905.

Application filed July 11, 1905. Serial No. 269,181.

*To all whom it may concern:*

Be it known that I, LADISLAUS PERÉNYI, a citizen of the United States, residing at New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Railway-Rails, of which the following is a specification, such as will enable those skilled in the art to which it appertains to make and use the same.

This invention relates to railway-rails; and the object thereof is to provide an improvement in rails of this class whereby the rails are made continuous and whereby ordinary couplings as such are rendered unnecessary.

The invention is fully disclosed in the following specification, of which the accompanying drawings form a part, in which the separate parts of my improvement are designated by suitable reference characters in each of the views, and in which—

Figure 1 is a plan view of a part of a railway-rail made according to my invention; Fig. 2, a central vertical longitudinal section therethrough and taken on the line 2 2 of Fig. 4; Fig. 3, a transverse section on the line 3 3 of Fig. 2; and Fig. 4, a view similar to Fig. 3, but showing a modification.

In the practice of my invention I provide a railway-rail which is divided centrally, vertically, and longitudinally into separate longitudinal parts  $a$ , which are placed together so as to overlap each other, as clearly shown in Fig. 1. The separate longitudinal parts of my improved railway-rail are provided in the bottom portions thereof and in the abutting faces thereof with corresponding longitudinal recesses  $a^2$ , the bottom walls of which are flat and the top walls of which are semiconvex, and when the rails are placed together the recesses  $a^2$  in the separate parts thereof form a continuous longitudinal recess  $a^3$  the bottom wall of which is flat and the top wall of which is segmental in cross-section. The rail is also provided with the usual base-flange  $a^4$ , part of which is formed on each part of the rail, and in the base of the rail is a longitudinal slot or opening  $a^5$ , formed partly in each part of the rail and adapted to receive a bolt  $b$ .

In securing the rail to the ties  $c$  the usual rail-plates  $d$  are placed on said tie, said rail-plates being provided with a transverse recess  $b^2$  in the top thereof, and in the form of construction shown in Fig. 2 a bar  $e$  is passed through the tie or ties, and vertically-arranged bolts  $b$  are passed through the ends of said

bar. The bolts  $b$  are provided at their lower ends with nuts  $f^2$  and at their upper ends with flat segmental heads  $f^3$ , and these heads are so formed that they may be passed upwardly through the longitudinal slot or opening  $a^5$  in the bottom of the rail and then turned half-way around, so that the heads  $f^3$  will be locked in the longitudinal recess  $a^3$  in the bottom of the rail, after which the nuts  $f^2$  are tightened, so as to securely hold the rail in position.

Instead of forming the heads  $f^3$  of the bolts  $f$  in the manner shown in Fig. 2 and hereinbefore described said heads may be round and may be located in the longitudinal recess  $a^3$  when the separate parts of the rail are put together.

The separate parts of the rail are securely bolted together, as shown in Figs. 3 and 4, and this is preferably done by means of blocks or plates  $g$  and bolts  $g^2$ , and the plates or blocks  $g$  are placed in corresponding recesses  $g^3$  in the opposite sides of the rail or in the opposite sides of the separate parts of the rail.

In the form of construction shown in Fig. 3 the separate parts of the rail are provided, preferably in the head or bearing portion of the rail and in the abutting faces of the parts thereof, with interlocking ribs  $h$ , which aid in preventing the separate parts of the rail from slipping one upon another, and a modification of this arrangement is shown in Fig. 4, in which the said parts of the rails are provided with a longitudinal recess  $i$ , into which is inserted a rod  $i^2$ , which rod will also serve when the parts of the rail are bolted together to prevent the slipping of said parts one upon another. I also employ the usual spikes  $j$ , as indicated in Figs. 3 and 4, which aid in holding the rail in place, and said spikes are driven through the plates  $d$  in the usual manner, and the heads thereof overlap the base-flanges of the rail.

Any desired number of the bolts  $g^2$  and plates or blocks  $g$  may be employed for securing the separate parts of the rail together, and in practice a pair of said plates or blocks and one of said bolts are usually employed at the opposite sides of the connections of the separate parts or members of the rail or at the overlapping joints of said parts or members.

It will be apparent that a railway-rail constructed in this manner may be made of any desired length, and by constructing the rail in this manner I avoid the use of what is or-

dinarily known as "railway-rail couplings" and also provide a safe and sure means for connecting the rail with the ties on which it is placed.

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

1. A railway-rail divided centrally, vertically and longitudinally into two separate  
10 parts permanently secured together, and means for securing said rail to the ties, comprising a longitudinal recess in the central bottom portion of the rail, a longitudinal slot  
15 in the bottom portion of the rail communicating with said recess, a tie-bar, and bolts the heads of which are secured in said recess and the ends of which are passed through the tie-bar, substantially as shown and described.

2. A railway-rail divided centrally, vertically and longitudinally into two separate  
20 parts permanently secured together, and means for securing said rail to the ties, comprising a longitudinal recess in the central bottom portion of the rail, a longitudinal slot  
25 in the bottom portion of the rail communicating with said recess, a tie-bar, and bolts the heads of which are secured in said recess and the ends of which are passed through the tie-bar, the adjacent surfaces of said rails being  
30 also provided with interlocking devices, substantially as shown and described.

3. A railway-rail divided centrally, vertically and longitudinally into two separate  
35 parts permanently secured together, and means for securing said rail to the ties, comprising a longitudinal recess in the central

bottom portion of the rail, a longitudinal slot in the bottom of the rail communicating with said recess, a tie-bar, and bolts the heads of which are secured in said recess and the ends  
40 of which are passed through the tie-bar, the adjacent surfaces of said rails being also provided with interlocking devices, comprising longitudinal and interlocking ribs or projections, substantially as shown and described. 45

4. A railway-rail divided centrally, vertically and longitudinally into two similar separate parts secured together so as to form overlapping joints, the said rail being provided in the bottom portion thereof with a  
50 longitudinal recess and longitudinal slot communicating therewith, substantially as shown and described.

5. A railway-rail divided centrally, vertically and longitudinally into two similar separate parts secured together so as to form  
55 overlapping joints, the said rail being provided in the bottom portion thereof with a longitudinal recess and longitudinal slot communicating therewith, and the adjacent faces  
60 of said parts of the rail being provided with interlocking devices, substantially as shown and described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of the subscribing witnesses, this 8th day  
65 of July, 1905.

LADISLAUS PERÉNYI.

Witnesses:

F. A. STEWART,  
C. E. MULREANY.