

June 19, 1923.

1,459,682

S. MORYLIN

RAIL JOINT

Filed Dec. 19, 1922

FIG. 1.

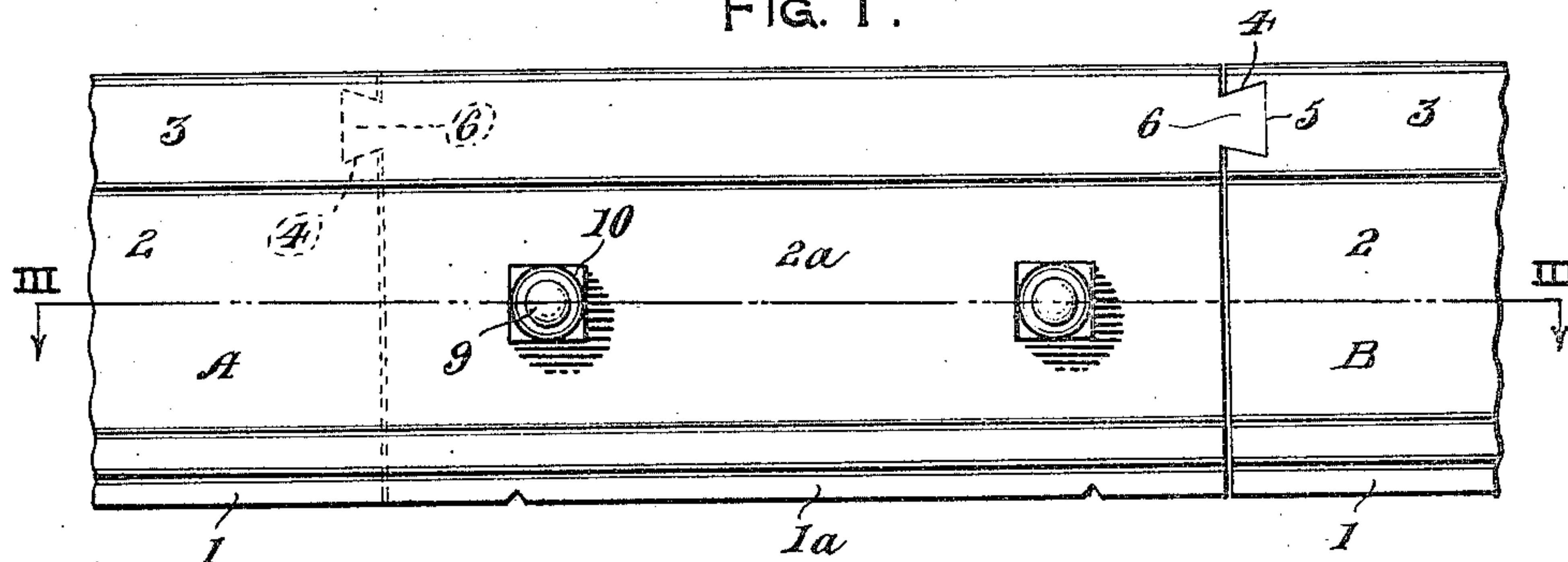


FIG. 2.

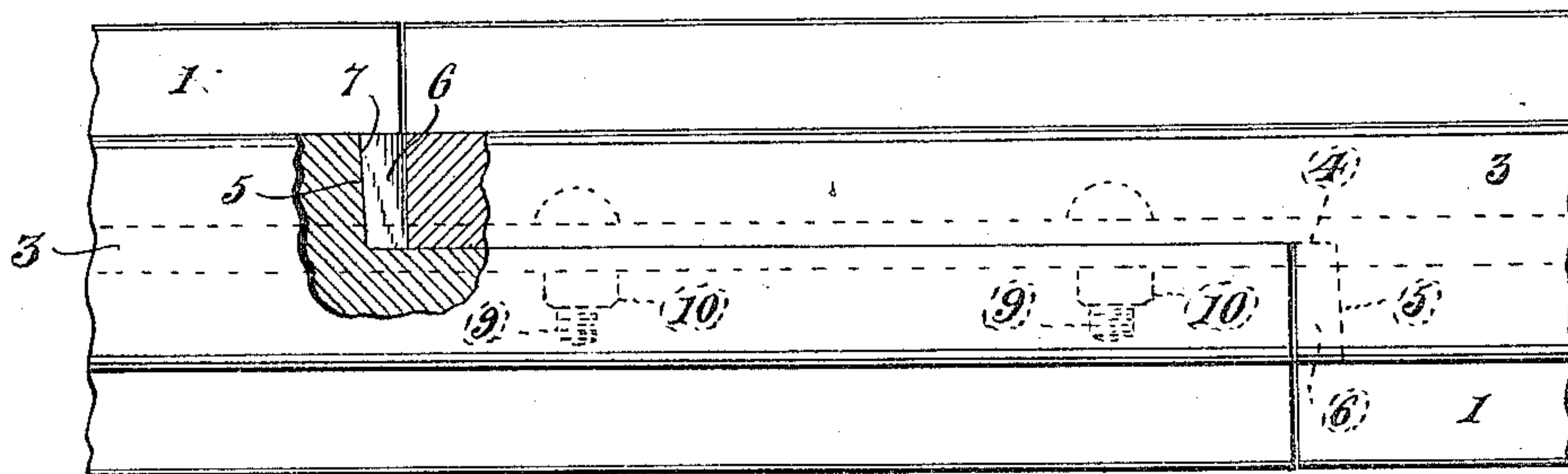


FIG. 3.

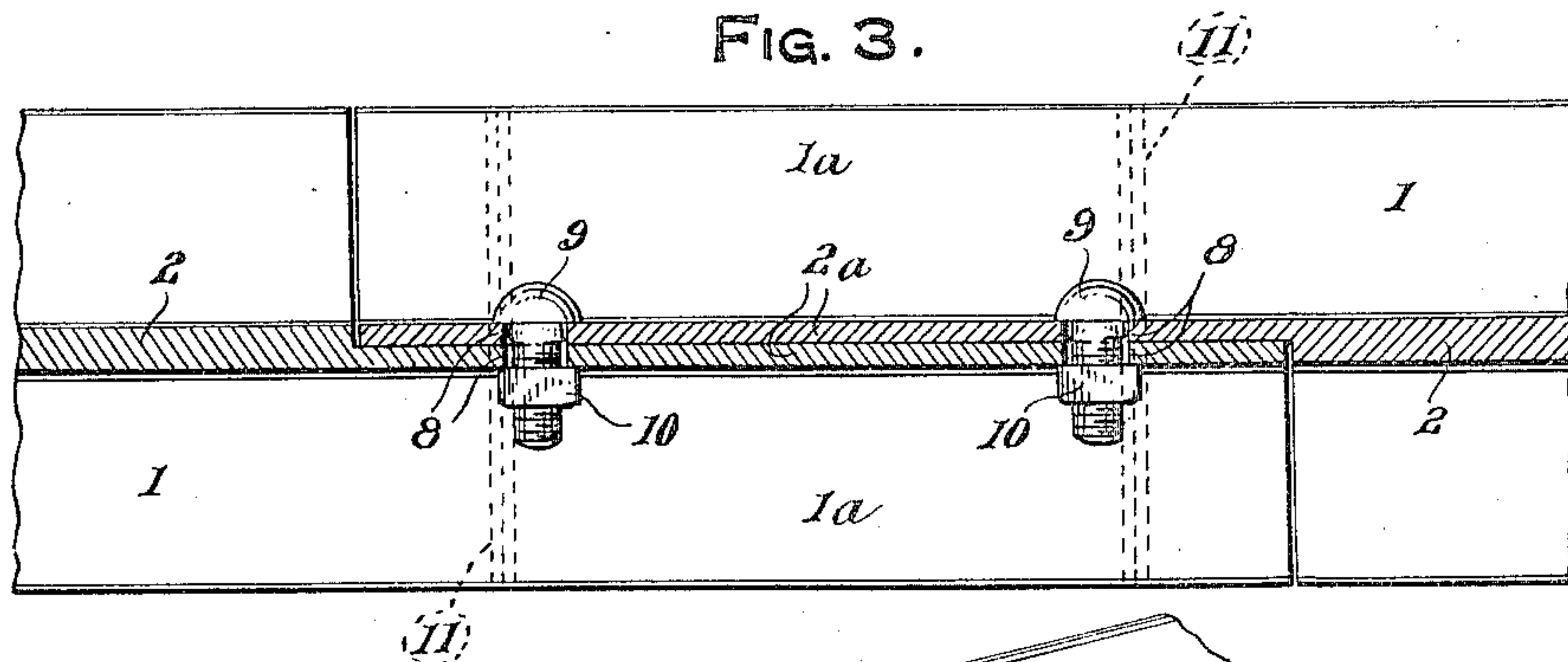


FIG. 4.

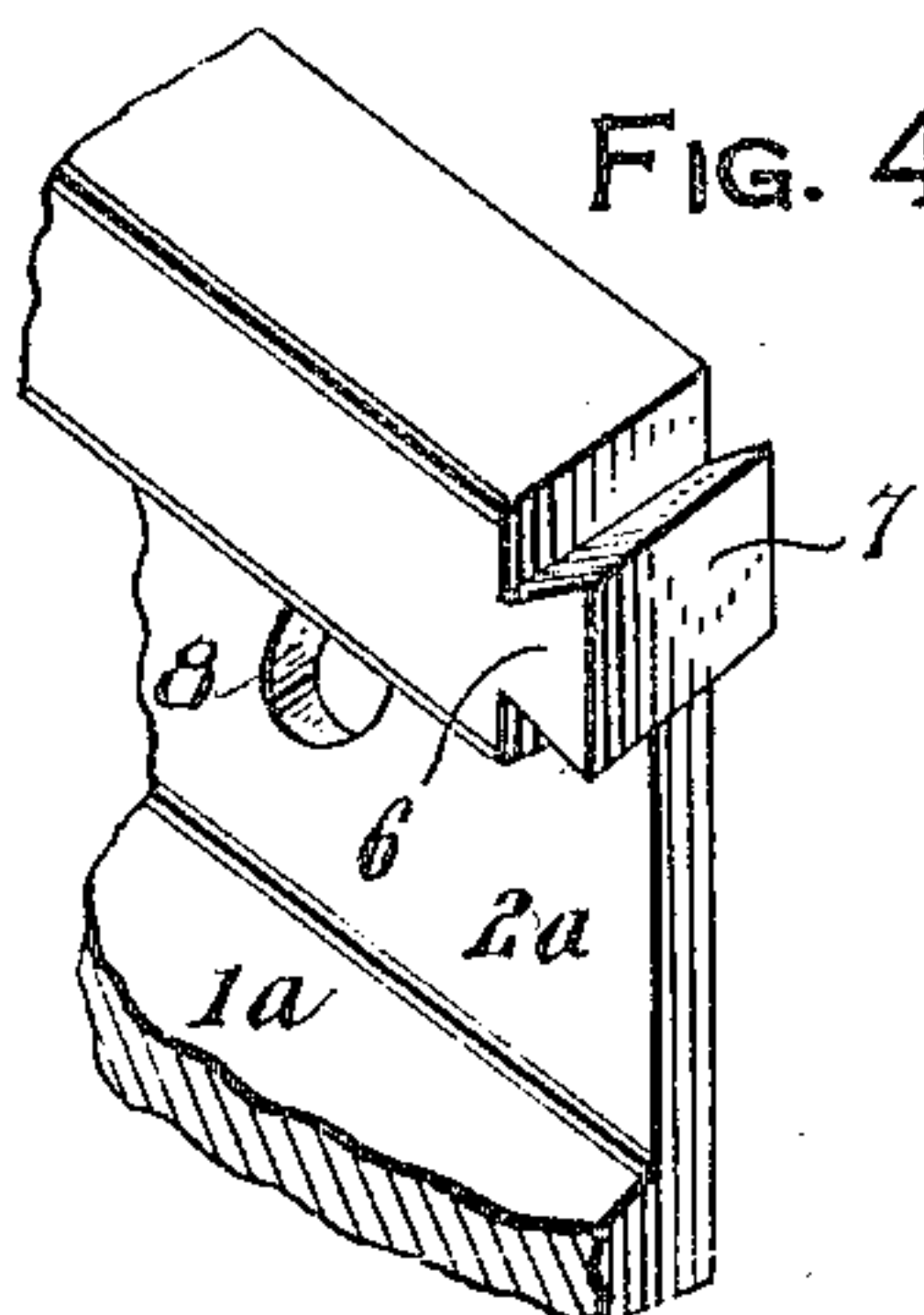
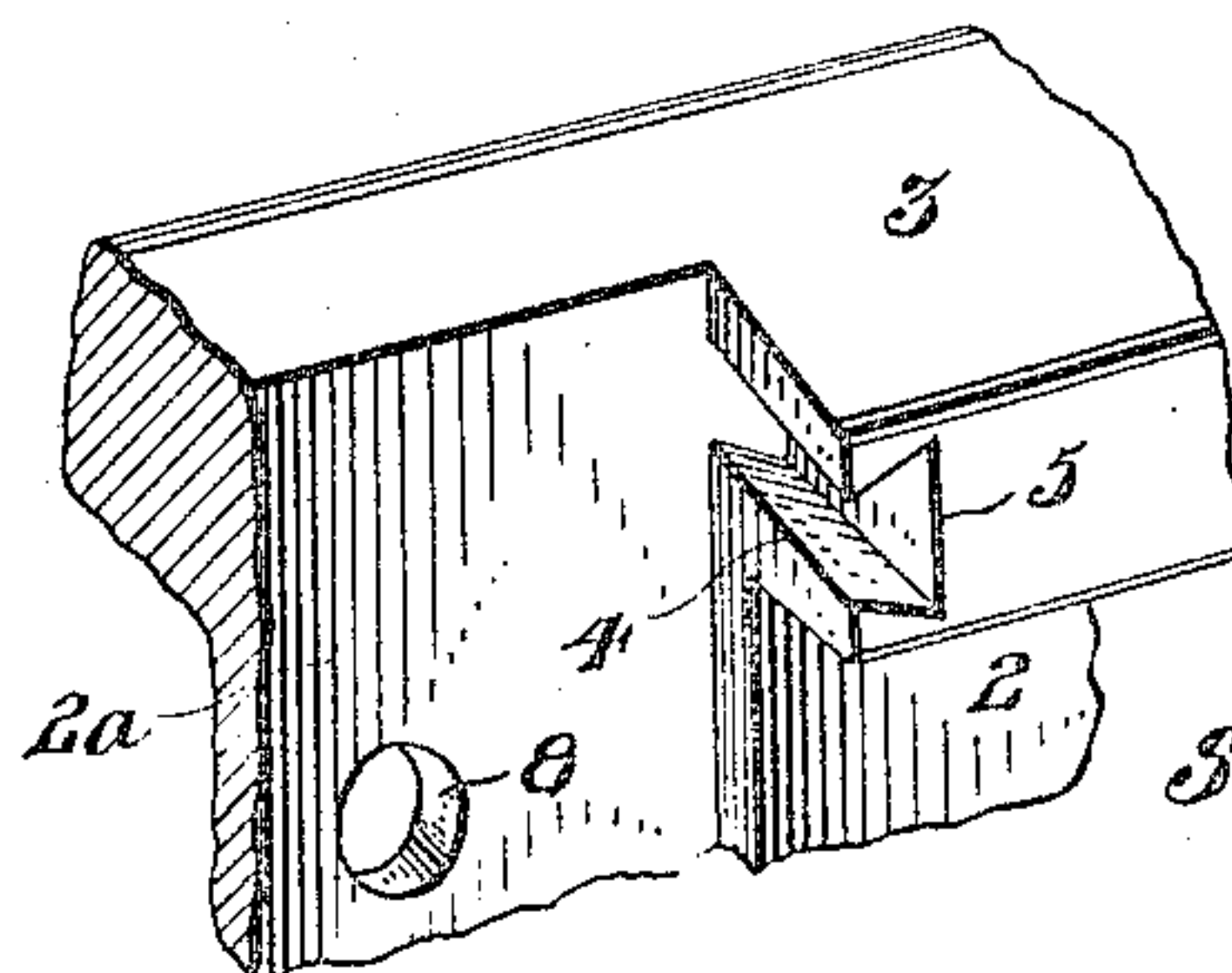


FIG. 5.



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UNITED STATES PATENT OFFICE.

SAM MORYLIN, OF BOLIVAR, PENNSYLVANIA.

RAIL JOINT.

Application filed December 19, 1922. Serial No. 607,787.

To all whom it may concern:

Be it known that I, SAM MORYLIN, a citizen of Ukraine, residing at Bolivar, in the county of Westmoreland and State of Pennsylvania, have invented certain new and useful Improvements in Rail Joints, of which the following is a specification.

This invention relates to new and useful improvements in rail joints.

10 An important object of the invention is to provide a rail joint of the scarf type wherein the ends of the rails are counterparts which will permit the replacement of worn out or damaged rails.

15 A further object of the invention is to construct a rail joint of the above mentioned type wherein the overlapping ends will be interlocked to prevent separation of the same should a portion of the securing bolts become loose or removed.

A further object of the invention is to construct a rail joint so that the adjacent rail ends may be securely joined without employing the usual fish-plate.

25 Other objects and advantages of the invention will be apparent during the course of the following description.

In the accompanying drawings forming a part of this specification and in which like numerals are employed to designate like parts throughout the same,

Figure 1 is a side elevational view of a rail joint embodying the invention,

35 Figure 2 is a top plan view of the rail joint, having a portion cut away to display the interlocking means employed to connect the rail ends,

Figure 3 is a horizontal sectional view taken on line III—III of Fig. 1.

40 Figure 4 is a fragmentary perspective view showing one part of the connection means carried by one rail end, and

45 Figure 5 is a fragmentary perspective view showing the securing means carried by the adjacent rail end.

Referring more in detail to the accompanying drawing, there is shown a rail joint of the scarf type wherein the adjacent ends of the rails A and B are identical in construction and consist of a base portion 1, a web portion 2 and a head or ball 3.

55 As stated heretofore, the adjacent ends of the rail sections A and B are identical in construction so that a detailed description of one rail end is deemed sufficient to make the invention clearly understood. The base 1,

web 2, and head or ball 3 are cutaway on a vertical central plane to provide one scarf section. There is provided at the inner end of the cutaway portion a transversely extending dove-tail-shaped recess 4 formed in the rail head or ball 3 that is constructed with an inclined end wall 5. The outer end of the rail head or ball 3 is provided with a transversely extending dove-tail-shaped lug 6 that is provided with an inclined outer face 7 to correspond with the inclined wall 5 extending on an obtuse angle to the axis of the rail as described. It is intended to illustrate in the perspective views shown in Figs. 5 and 6, the inclination of the wall 5 and outer face 7, forming parts of the transversely extending dove-tailed-shaped lug 6 and recess 4, on an obtuse angle to the axis of the rail, as set forth in Fig. 2.

75 The scarf portions 2^a of the webs 2 are provided with alined openings 8 that are adapted to receive the securing bolts 9 and nuts 10 for preventing lateral shifting of the rail ends, the said openings being of slightly greater diameter than the diameter of the threaded portion of the bolt.

It will be apparent, in connecting the respective rail ends that the overlapping portions will be moved horizontally towards each other to position the transversely extending dove-tail-shaped lug 6 within the transversely positioned dove-tail-shaped recess 4, thereby securely holding the rails against longitudinal separation of the same. The inclined end 7 of the dove-tail-shaped lug 6, when engaging the inclined surface 5 of the dove-tail-shaped recess 4, will further aid in securely holding the ends of the rail by a wedging action when the nuts 10 are tightly drawn up on the bolts 9, the difference in diameter between the openings 8 and bolts 9 allowing for slight, relative, longitudinal movement between the rails being connected. It is to be understood that the form of my invention herewith shown and described is to be taken as the preferred example of the same, and that various changes in the shape, size, and arrangement of parts may be resorted to without departing from the spirit of the invention or the scope of the subjoined claims.

Having thus described the invention, I claim:

1. In a device of the character described, 110 a base portion, a head portion, a web portion connecting said base and head, the said

base, web, and head portions being cutaway on a central vertical plane, the said head portion having a transversely extending dove-tail-shaped recess formed at the inner 5 end of the cutaway portion and a transversely extending dove-tail-shaped lug formed at the outer end of the cutaway portion.

2. In a device of the character described, 10 a base portion, a head portion, a web portion connecting the said base and head, the

said base, web, and head portions being cutaway on a central vertical plane, the said head portion having a transversely extending dove-tail-shaped recess, provided with 15 an inclined end wall, formed at the inner end of the cutaway portion and a transversely extending dove-tail-shaped lug, provided with an inclined outer face, formed at the outer end of the cutaway portion. 20

In testimony whereof I affix my signature.

SAM MORYLIN.