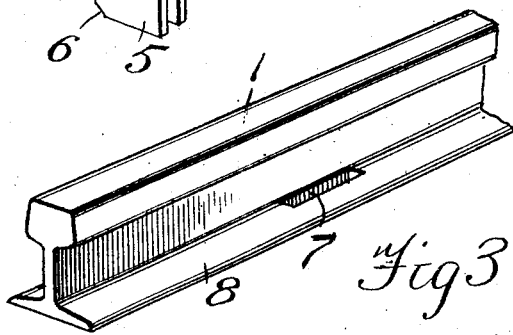
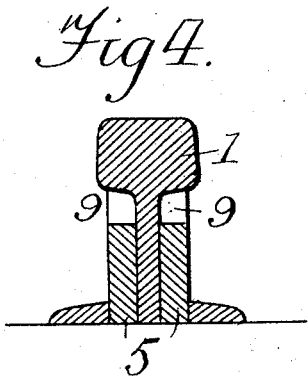
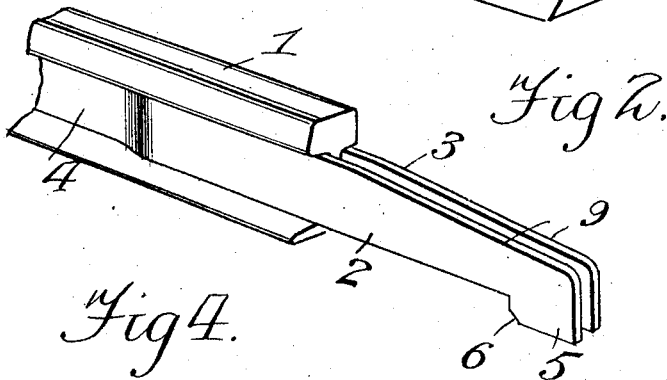
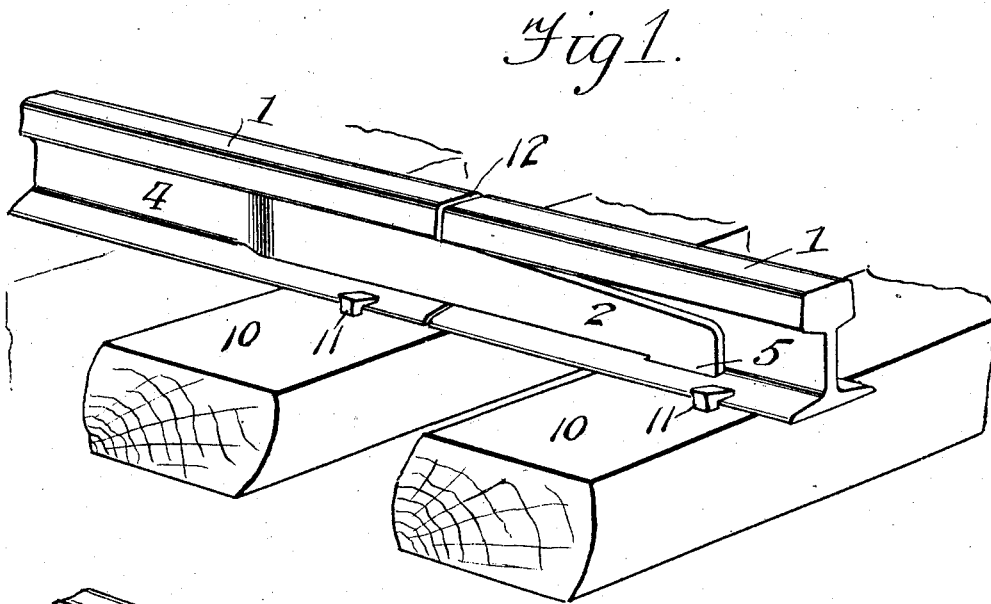


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 RAIL JOINT.  
 APPLICATION FILED MAR. 13, 1908.

901,857.

Patented Oct. 20, 1908.



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# UNITED STATES PATENT OFFICE.

LEONARD WHITE, OF POLLOKSVILLE, NORTH CAROLINA.

## RAIL-JOINT.

No. 901,857.

Specification of Letters Patent.

Patented Oct. 20, 1908.

Application filed March 13, 1908. Serial No. 420,824.

*To all whom it may concern:*

Be it known that I, LEONARD WHITE, a citizen of the United States, residing at Polloksville, in the county of Jones and State of North Carolina, have invented new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to rail joints, the object of the invention being to do away with the ordinary fish plates or splice bars now in common use together with the bolts and nuts used in connection with such plates and to provide means whereby the abutting ends of the rails may be connected together in a secure and reliable manner and in such a way that the rails may be laid and connected in practically one-half the time now required by reason of the use of the ordinary fish plates, bolts and nuts.

With the above and other objects in view, the nature of which will more fully appear as the description proceeds, the invention consists in the novel construction, combination and arrangement of parts as herein fully described, illustrated and claimed.

In the accompanying drawing:—Figure 1 is a perspective view of the rail joint showing several adjacent ties. Fig. 2 is a detail perspective view of the end of one of the rails. Fig. 3 is a similar view of the end portion of an adjoining rail. Fig. 4 is a vertical cross section through the joint.

In carrying out the present invention, each rail 1 is provided at one end with longitudinal projecting fork arms 2 and 3 arranged in parallel relation to each other as clearly shown in Fig. 2, the said fork arms extending well back along the opposite sides of the web 4 of the rail and being united thereto by welding or by any other approved method. The fork arms 2 are provided at their outer ends with downwardly extending tenons 5 the inner corners of which are rounded or beveled off as shown at 6 to facilitate the insertion of the tenons in the sockets 7 provided therefor in the opposite base flanges 8 of the end of the ad-

joining rail 1 as shown in Fig. 3. Furthermore, the upper edges of the fork arms are made gradually sloping or tapering as shown at 9 from the head of the rail to which they are connected outward toward the extremities thereof, the object in so sloping the edges 9 being to admit of the ready assembling and connecting of the adjacent end of two rails as will be readily understood by reference to Fig. 1.

In coupling the adjacent ends of the rails together, said ends are elevated sufficiently to enable the tenons 5 to enter the sockets 7 provided therefor and after such engagement has been effected, the rail ends are lowered into contact with the ties shown at 10 and spikes 11 or their equivalent are then driven into the ties and in engagement with the base flanges of the rails in the ordinary manner. As long as the rail ends are held down upon the ties, it will be impossible for the tenons 5 to become disengaged from the sockets 7. A suitable space 12 is left between the abutting ends of the rails as shown in Fig. 1 to provide for the usual contraction and expansion due to changes in the weather.

Having thus described the invention, what is claimed as new, is:—

In a rail joint, the combination of rail ends, one of which is provided with forked arms which project longitudinally beyond the end of the rail and are provided at their extremities with depending tenons and which have their upper edges tapered or sloping toward the extremities, the other rail end being provided with mortises in the base flanges thereof at opposite sides of the web, said mortises being adapted to receive the tenons of the fork arms, substantially as described.

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

LEONARD WHITE.

Witnesses:

JAMES C. HOLLAND,  
ABNER J. HARGETT.