

L. & G. DIXON.  
RAIL JOINT.  
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974,038.

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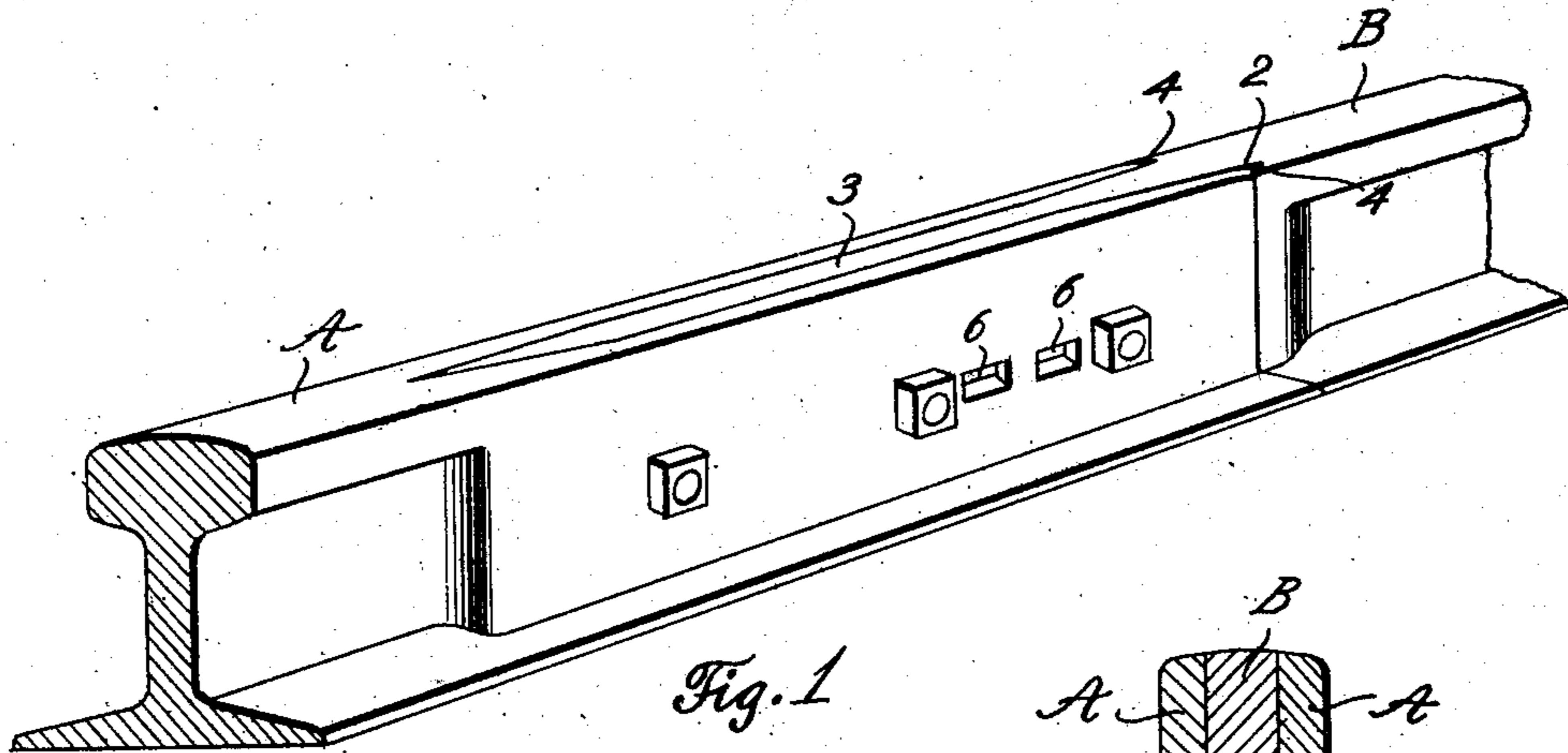


Fig. 1

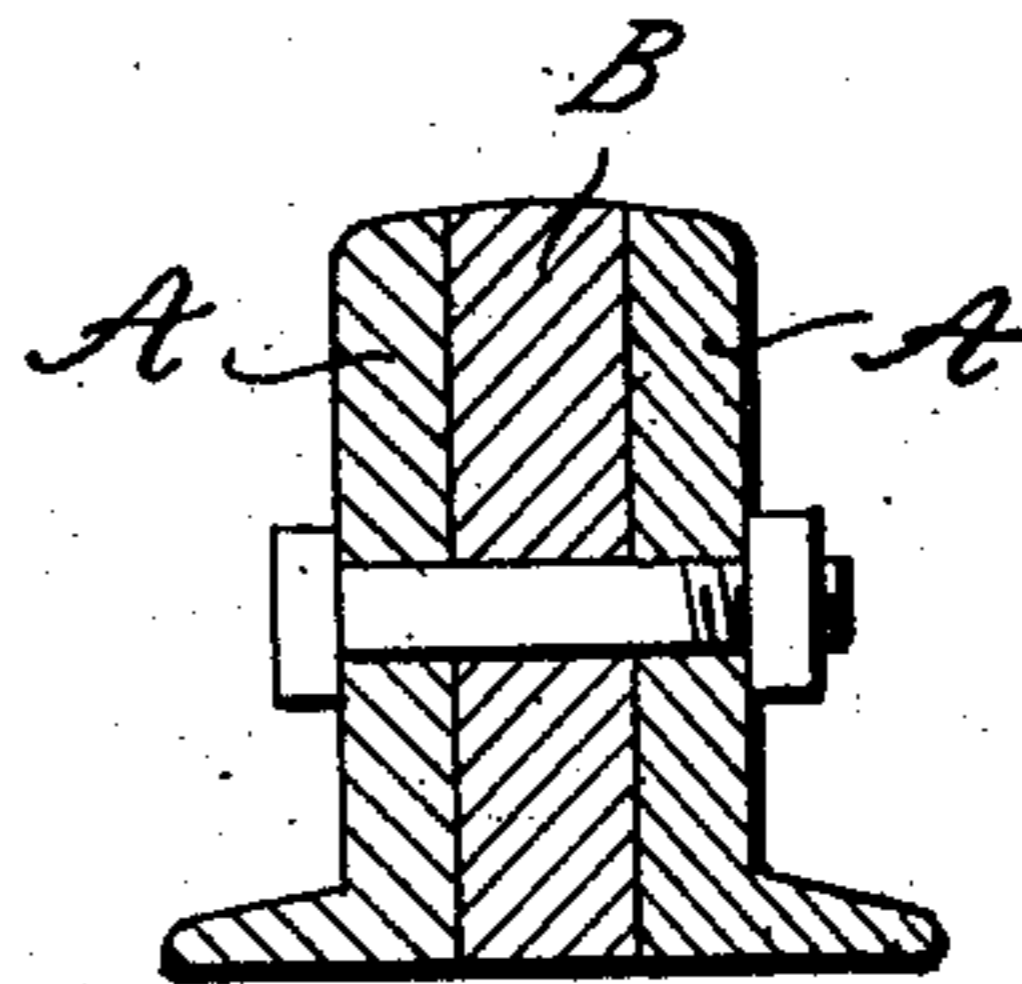


Fig. 2

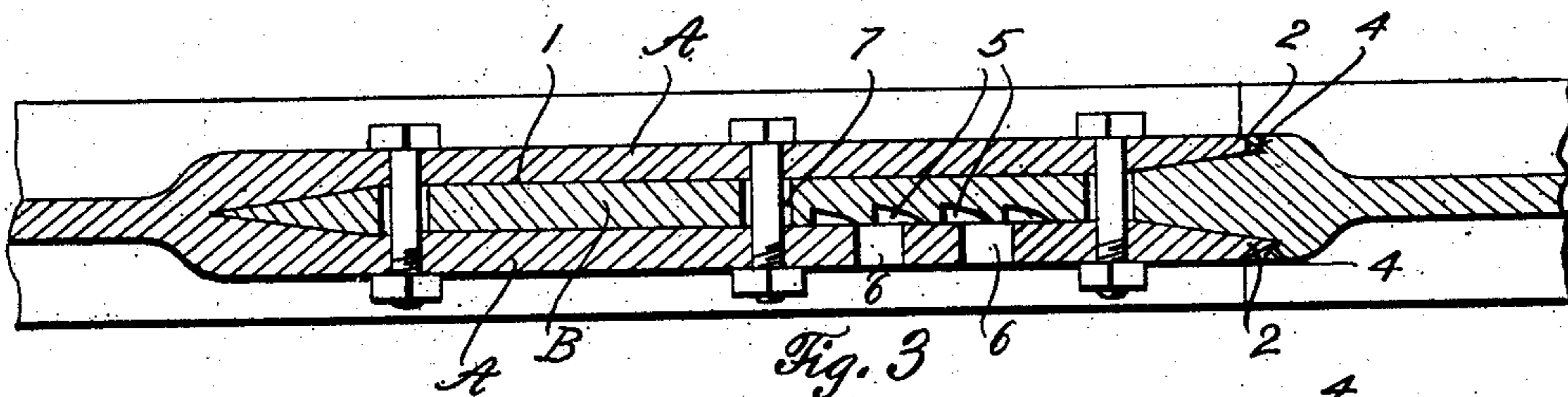


Fig. 3

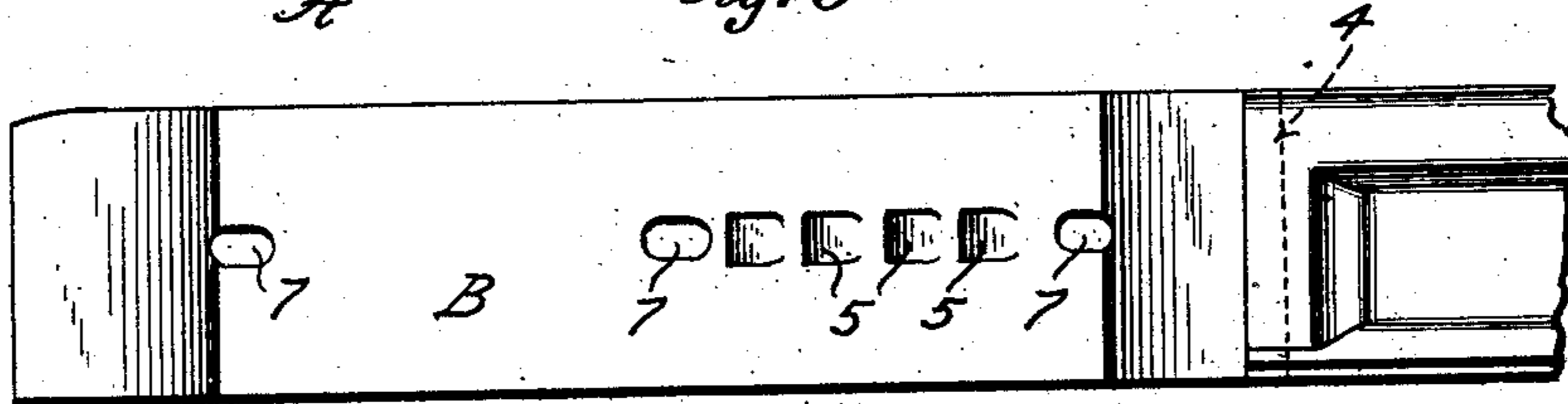


Fig. 4

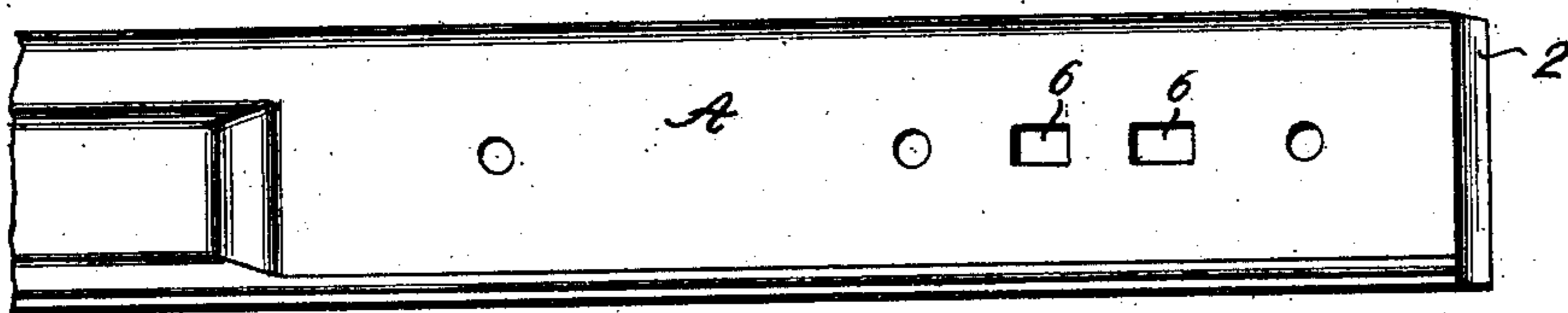


Fig. 5

Witnesses

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# UNITED STATES PATENT OFFICE.

LUTHER DIXON AND GREENLEAF DIXON, OF COMANCHE, TEXAS.

## RAIL-JOINT.

974,038.

Specification of Letters Patent.

Patented Oct. 25, 1910.

Application filed April 26, 1910. Serial No. 557,734.

*To all whom it may concern:*

Be it known that we, LUTHER DIXON and GREENLEAF DIXON, citizens of the United States, residing at Comanche, in the county of Comanche and State of Texas, have invented certain new and useful Improvements in Rail-Joints, of which the following is a specification.

This invention relates to rail joints, and primarily to the class in which the adjacent ends of the rails are mortised together. It has in view a provision of means whereby the coacting ends of the rails may be closely drawn together for securing the same with bolts.

With the above and other objects in view, reference is to be had to the following description, claim, and drawings, in which:

Figure 1 is a perspective view of the rail joint; Fig. 2 is a vertical cross section thereof; Fig. 3 is a longitudinal cross section thereof; Fig. 4 is a side elevation of an end of one of the rails; Fig. 5 is a similar view of the adjoining end of the other rail.

Referring more particularly to the drawings, A and B indicate ends of the rails joined together by the ordinary means of bolts, the web portions adjacent to the ends being broadened to the width of the head. The broadened portion of the rail A is bifurcated forming a recess 1, the extremity 2 of said rail being inwardly tapered. The rail B is provided with a reduced projection or tongue 3 to fit snugly into the recess 1. Adjacent to the tongue 3 and on each side thereof the rail B is provided with vertical inwardly inclined recesses 4, in which the ends 2 of the rail A are adapted to fit for preventing lateral spreading of the arms.

On one side of the tongue 3 is provided a plurality of recesses 5, each recess having an inclined face and a vertical bearing face. A plurality of openings 6 are provided in the corresponding side of the recess 1, adapted to register with the recesses 5, and through which a crowbar or other tool may be inserted into the recesses 5 for drawing the two rail ends closely together before se-

curing the same. The end of the rail A is provided with round bolt holes while the tongue or end of the rail B is provided with elongated openings 7 for permitting the longitudinal movement in drawing the ends together. The recesses 5 are so positioned with relation to the opening 6 that should the recesses not register with one of the openings to permit the working of the tool, the latter may be inserted in the other opening and engage one of the recesses for drawing the rails tight.

It will be seen from the foregoing that the two ends may be tightly drawn together, thus wedging the ends 2 of the rail A into the recesses 4 of the rail B, said recesses preventing ends 2 from spreading. The extremities of the rails gradually decrease in height thus allowing the wheels of the cars to pass over them without the jar experienced in the type now in use. It will of course be observed that the elongated openings in the tongue permit expansion and contraction due to the varying conditions of the weather.

What is claimed as new is:

A rail joint comprising a rail end provided with a recess, the extremities of said rail having vertical inwardly tapered extremities, a rail provided with a projection fitting into said recess and having vertical inwardly inclined recesses adapted to engage said tapered extremities of the first named rail, the projection or tongue of the second named rail being provided on one side with a plurality of recesses, and one side of the first named recess provided with a plurality of openings adapted to register with said recesses for the purposes herein set forth.

In testimony whereof we affix our signatures in presence of two witnesses.

LUTHER DIXON.  
GREENLEAF DIXON.

Witnesses:

L. S. CUNNINGHAM,  
K. F. CUNNINGHAM.