

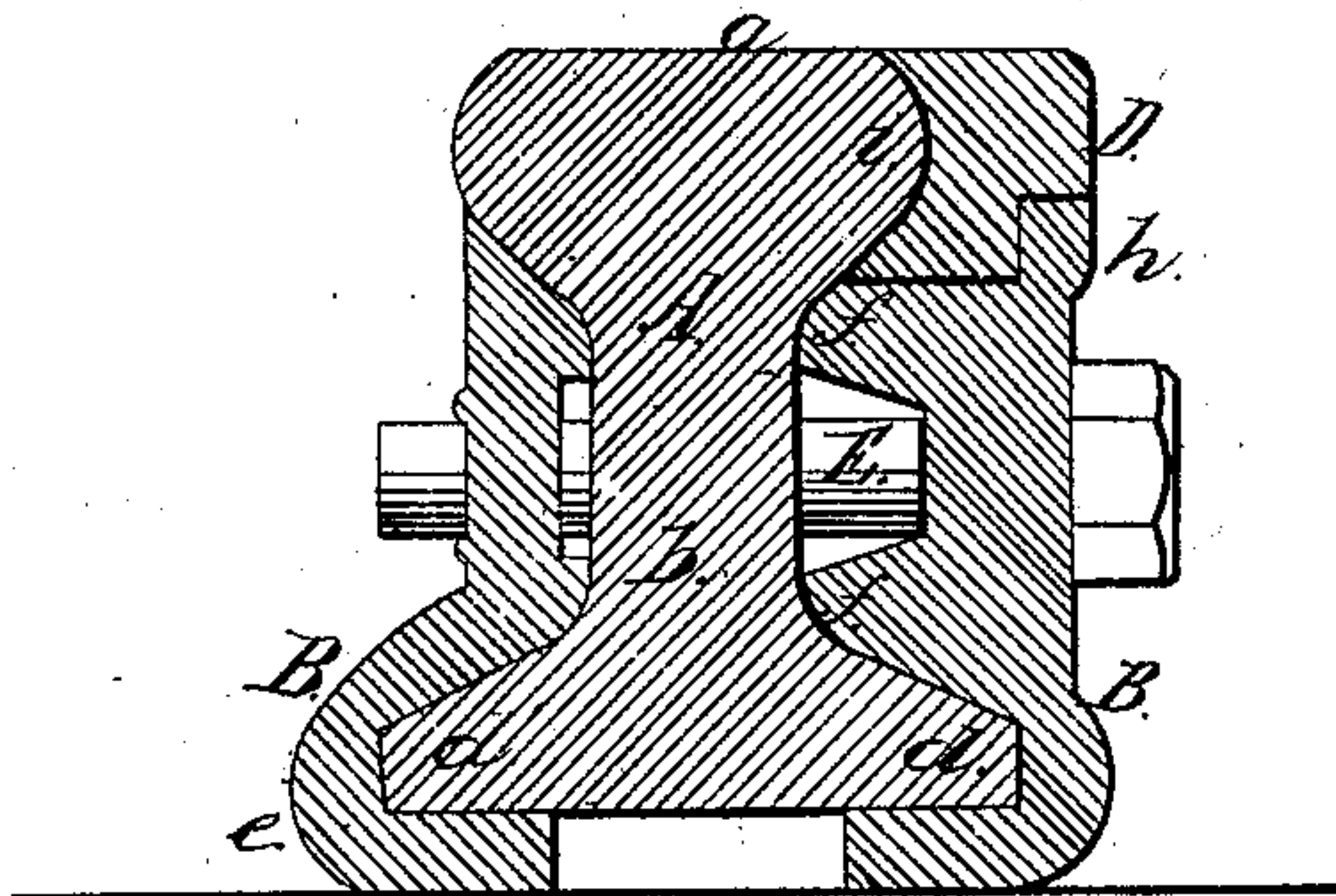
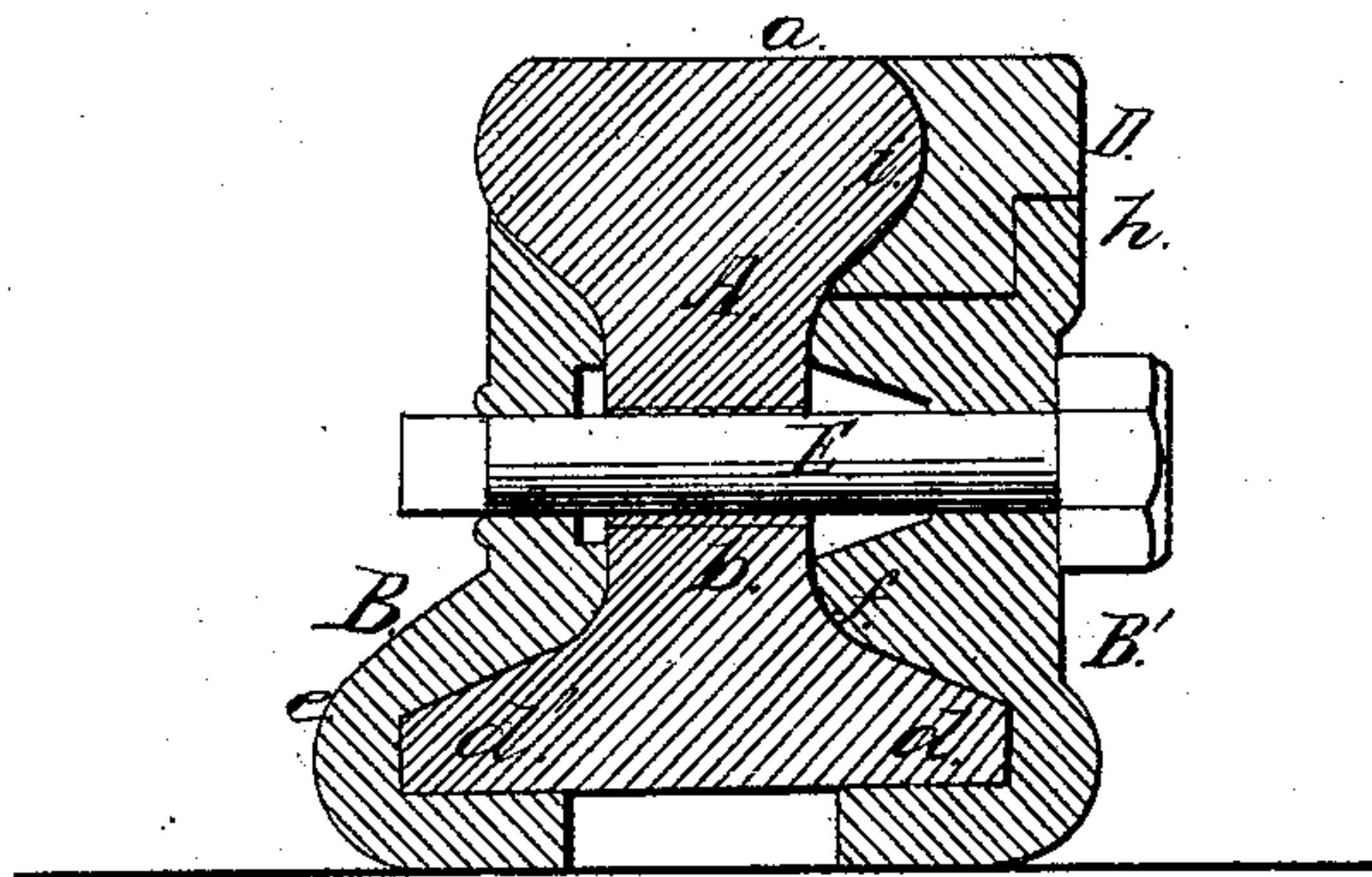
*J. Nixted.*

*Railroad Rail-Joint.*

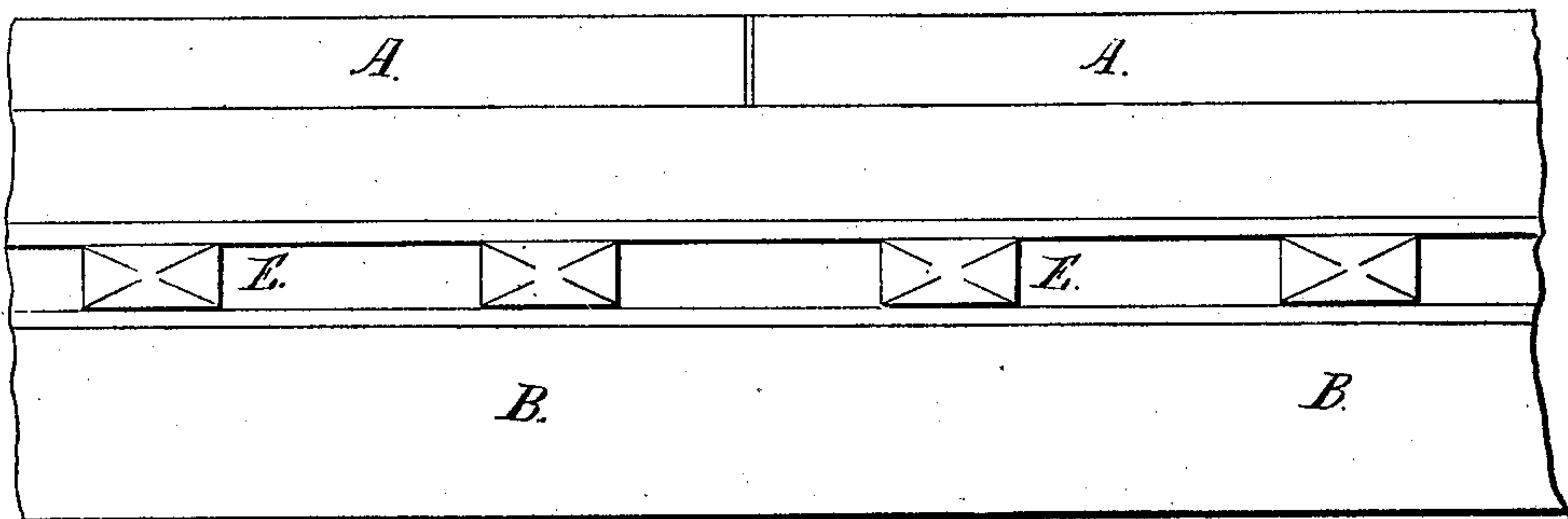
*N<sup>o</sup> 83,813.*

*Patented Nov. 3, 1868.*

*Fig: 1.*



*Fig: 3.*



*Witnesses:*

*Wm. A. Steel  
John Parker*

*Inventor:*

*J. Nixted  
By his atty  
H. Howson*



JAMES WIXTED, OF PORT CARBON, PENNSYLVANIA.

Letters Patent No. 83,813, dated November 3, 1868.

IMPROVED RAILWAY-RAIL SPLICE.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, JAMES WIXTED, of Port Carbon, Schuylkill county, Pennsylvania, have invented an Improvement in Rail-Splices; and I do hereby declare the following to be a full, clear, and exact description of the same.

My invention consists of a steel bar, adapted to the rails where they nearly meet each other, and to a splicing-bar, substantially as described hereafter, so that the said steel bar may afford a durable bearing for the car-wheels, and prevent the latter from acting injuriously on the rails, at and near the ends of the same.

In order to enable others skilled in the art to make and apply my invention, I will now proceed to describe the mode of carrying the same into effect, reference being had to the accompanying drawing, which forms a part of this specification, and in which—

Figures 1 and 2 are transverse sections of my improved rail-splice, and

Figure 3, a side view.

The rail, A, is of the ordinary form, having the usual tread *a*, web *b*, and lower flanges *d* and *d'*.

A splicing-bar, B, is fitted to one side of the adjoining rails, part of the bar bearing against the web *b*, the upper end of the bar against the bevelled under side of the tread, and the lower end, *e*, of the bar being bent to embrace the flange *d'*, as illustrated in the drawing.

To the opposite side of the adjoining rails is fitted a splicing-bar, B', of different form, excepting that its lower edge is made to embrace the flange *d* of the rail, as the bar B embraces the flange *d'*.

This splicing-bar B' has ribs, *f f*, bearing against the web of the rail, and its upper edge, where there is a rib, *h*, terminates below the upper surface of the rails,

thus leaving a space for the introduction of the steel bar D, the hollowed edge of which is adapted to the rounded flange, *i*, of the tread, the outer edge being recessed for the reception of the rib *h*, of the splicing-bar B', upon the top of which the steel bar bears, the upper edge of the latter bar being on a level with or a trifle above the surface of the tread.

Bolts, E, pass through the two splicing-bars, and through the web of the two adjoining rails, the bolts being furnished with nuts, on screwing which tight not only are the ends of the adjoining rails securely confined between the splicing-bars, and thereby held both laterally, vertically, and longitudinally in their proper relative position, but the steel bar D is firmly gripped between the rails and the splicing-bar B'.

Rails are more rapidly worn at the ends, where they nearly meet each other, than elsewhere, owing to the car-wheels crossing the necessarily vacant space between the adjoining rails.

The steel bar D, however, crosses this space, and hence affords a durable bearing for the wheels, from the detrimental action of which the ends of the rails themselves are relieved.

I claim as my invention, and desire to secure by Letters Patent—

The steel bar D, adapted to the rails and to the splicing-bar B', substantially in the manner and for the purpose herein set forth.

In testimony whereof, I have signed my name to this specification, in the presence of two subscribing witnesses.

JAMES WIXTED.

Witnesses:

F. W. CONRAD,  
DAVID CONRAD.