

No. 859,910.

PATENTED JULY 16, 1907.

B. B. & T. W. BONNER.

RAIL SPLICE.

APPLICATION FILED FEB. 1, 1907.

Fig. 1.

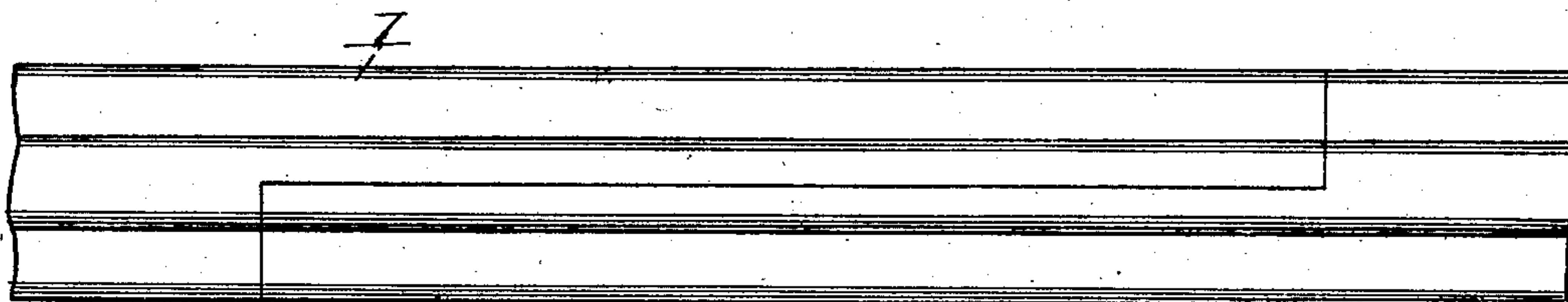


Fig. 2.

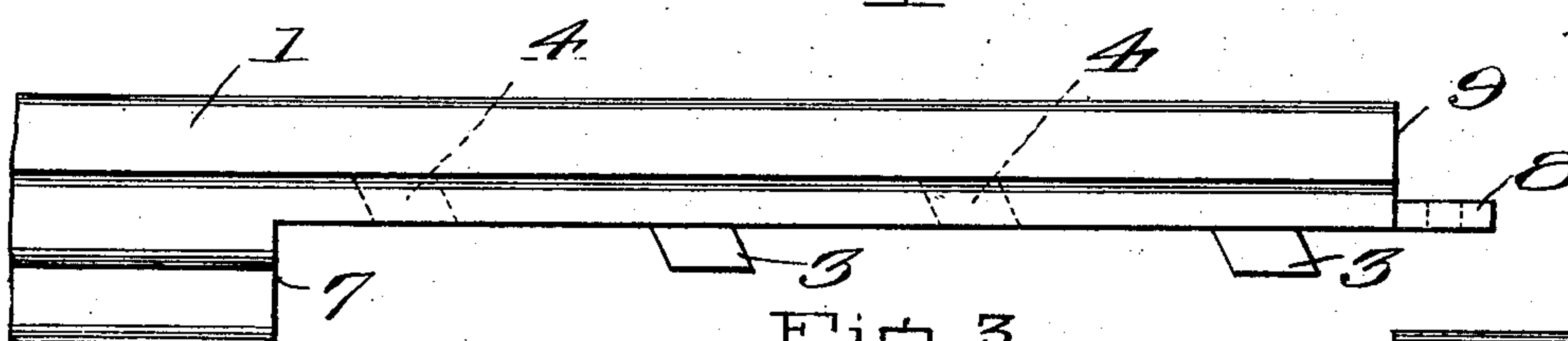


Fig. 3.

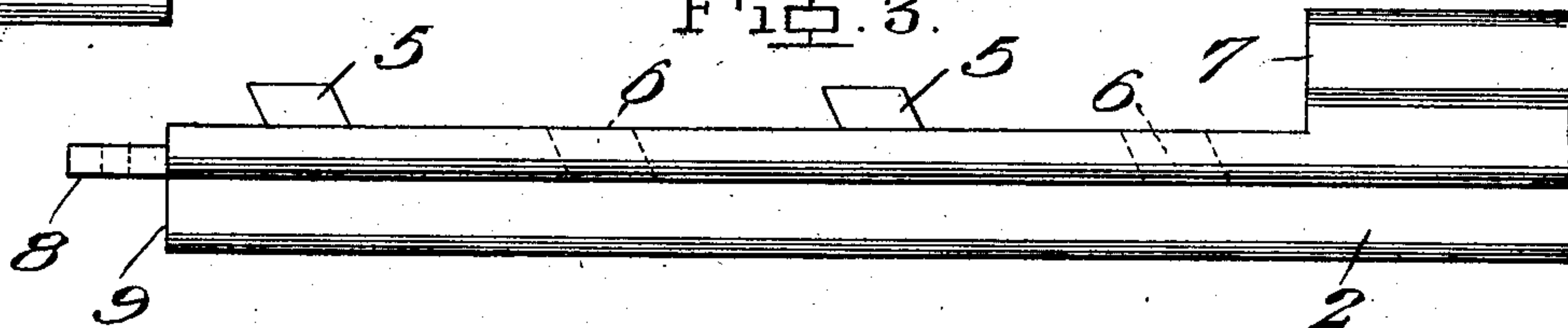
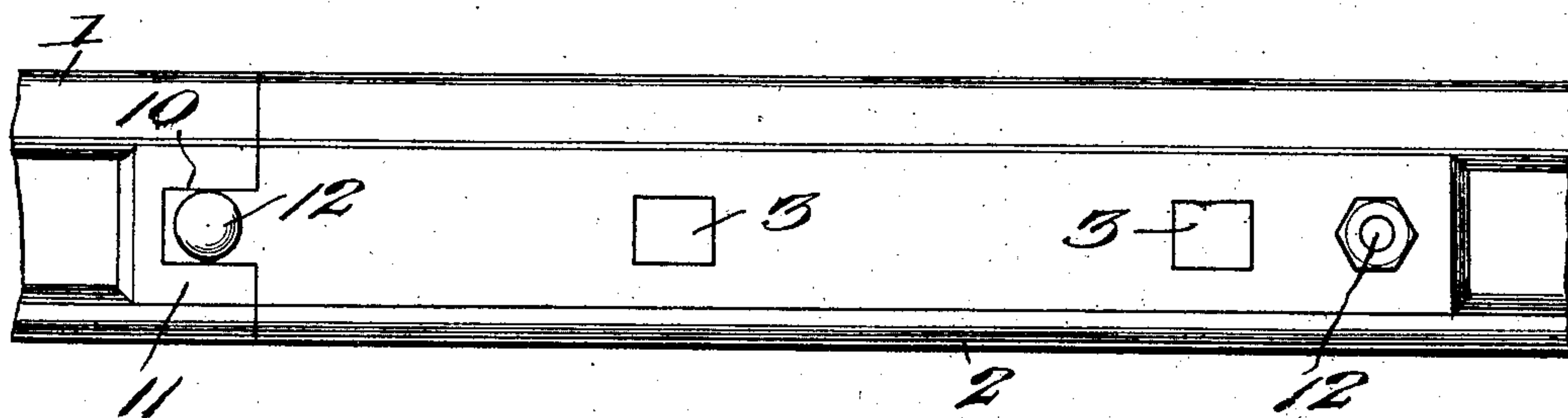


Fig. 4.



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# UNITED STATES PATENT OFFICE.

BENJAMIN B. BONNER, OF ROWLETT, TEXAS, AND THOMAS W. BONNER, OF LEBANON, TENNESSEE.

## RAIL-SPLICE.

No. 859,910.

Specification of Letters Patent.

Patented July 16, 1907.

Application filed February 1, 1907. Serial No. 355,239.

*To all whom it may concern:*

Be it known that we, BENJAMIN B. BONNER, a citizen of the United States, residing at Rowlett, in the county of Dallas and State of Texas, and THOMAS W. BONNER, a citizen of the United States, residing at Lebanon, in the county of Wilson and State of Tennessee, have invented new and useful Improvements in Rail-Splices, of which the following is a specification.

10 This invention relates to rail splices, and one of the principal objects of the same is to provide reliable and efficient means for joining the meeting ends of railway rails to prevent spreading or creeping of the rails.

15 Another object of the invention is to provide a rail splice which can be quickly united and can be quickly taken apart for repairs or renewals.

These and other objects may be attained by means of the construction illustrated in the accompanying drawing, in which:

20 Figure 1 is a plan view of a rail splice made in accordance with our invention. Fig. 2 is a similar view of one section of the rail splice. Fig. 3 is a like view of the other section of the rail splice. Fig. 4 is a side elevation of our rail joint or splice.

25 Referring to the drawing for a more particular description of our invention, the numeral 1 designates one section of the rail splice and 2 is the other section of the same. The section 1 is cut away vertically on a line centrally of the tread portion, the web and the base  
30 flange of the rail, and formed upon the web portion of the section 1 are any suitable number of obliquely disposed lugs 3 projecting inward from the web and at points between the lugs 3 are recesses or openings 4 which extend diagonally through the web portion of  
35 the joint to receive lugs 5 formed upon the section 2 of the rail joint. The obliquely disposed lugs 3 are en-

gaged in the obliquely disposed openings 6 in the section 2. Shoulders 7 are formed upon each of the sections and bolt lugs 8 project from the ends 9 of said section, said lugs 8 fitting in recesses 10 formed in an enlargement 11 at the side of the web portion of each section. Bolts 12 pass through the lugs 8 and through the contiguous web portion of the other sections. From the foregoing it will be obvious that after the bolts 12 have been removed the lugs 8 may be moved out of the recesses 10 and the two rails can be readily separated for the purpose of repairs or renewals. It will be understood, of course, that the rail joint is spiked to the ties, and the spikes must be withdrawn whenever it is required to detach the joint.

Having thus described the invention, what we claim is:

1. A rail joint comprising two rail sections, the ends of which are cut away and provided with obliquely extending lugs and intermediate openings for said lugs, and bolt lugs at the ends of the rail sections fitted into recesses in the webs of the rails, and bolts extending through said lugs and through the rail web, substantially as described.

2. A rail splice comprising abutting rail ends cut away and halved in, said cut away portions provided with inwardly extending obliquely disposed lugs and recesses to receive said lugs, bolt lugs extending from the ends of said rail section, and bolts extending through said lugs and through the web of the rail.

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

BENJAMIN B. BONNER.  
THOMAS W. BONNER.

Witnesses as to the signature of Benjamin B. Bonner:  
W. F. BANE,  
T. J. SWIM.

Witnesses as to the signature of Thomas W. Bonner:  
N. G. ROBERTSON,  
E. E. BEARD.