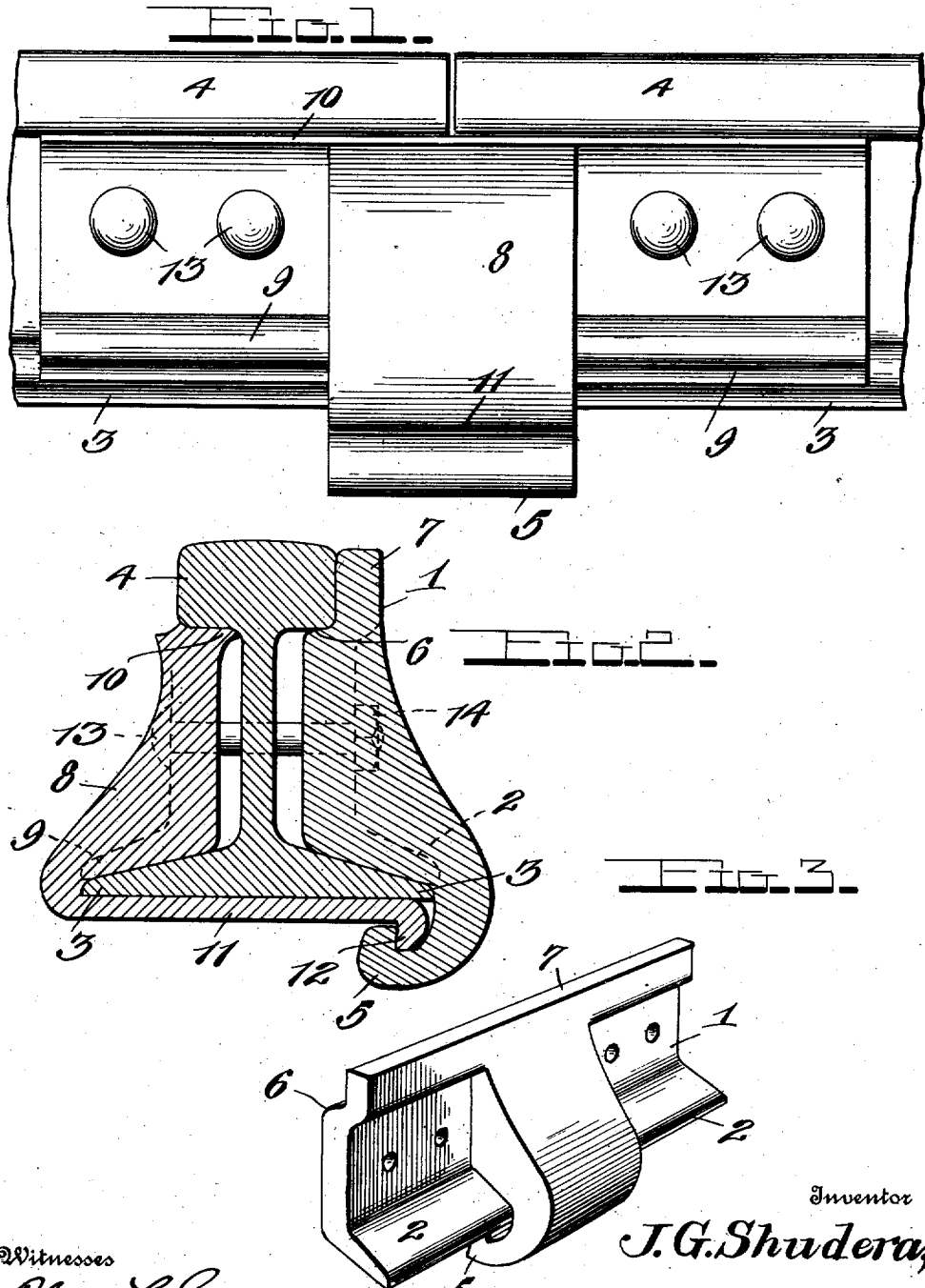


J. G. SHUDERA.
RAILROAD FISH PLATE.
APPLICATION FILED DEC. 27, 1910.

989,196.

Patented Apr. 11, 1911.



Witnesses

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UNITED STATES PATENT OFFICE.

JOHN G. SHUDERA, OF WINONA, MINNESOTA.

RAILROAD FISH-PLATE.

989,196.

Specification of Letters Patent.

Patented Apr. 11, 1911.

Application filed December 27, 1910. Serial No. 599,295.

To all whom it may concern:

Be it known that I, JOHN G. SHUDERA, a citizen of the United States, residing at Winona, in the county of Winona and State of Minnesota, have invented certain new and useful Improvements in Railroad Fish-Plates, of which the following is a specification, reference being had to the accompanying drawings.

My invention relates to new and useful improvements in fish plates for railway rails, and has for its object the production of simple and economical fish plates adapted to join the abutting ends of two adjacent rails, and to prevent the ends from wearing away rapidly, and consequent jarring or jolting of a train, when passing thereover.

Another object is to produce a device of this character which possesses advantages in points of efficiency, durability, and is inexpensive of manufacture and at the same time being simple in construction and operation.

With the foregoing and other objects in view the invention consists in the novel features of construction hereinafter described, pointed out in the claim and shown in the accompanying drawings in which:

Figure 1 is a side elevation of my invention secured in position to the abutting ends of two adjacent rails. Fig. 2 is cross sectional view of the same, and Fig. 3 is a detail perspective of the outside plate.

Referring more particularly to the drawings 1 indicates an angular fish plate having its base portion 2 rest upon the flanges 3 of the abutting rails-sections 4. A jaw 5 is formed integral with the plate 1 and is approximately centrally arranged on the outside thereof. A shoulder 6 is formed on the upper portion of the plate which is disposed under and in contact with the head of the rail. The upper edge of the plate 1 is provided with a head 7, which abuts the full length of the plate 1 against the side faces of the heads of the abutting rail sections. The head 7 is so made as to extend up and come flush with the tread of the rails. Arranged upon the inside of the rail

sections is an angular plate 8 having its base portion 9 rest upon the flanges of the rails 4 and the head portion 10 of the plate is disposed under and in contact with head of the rails. A horizontal portion 11 is formed centrally on the plate 8 and extends under the base of the rails. A lip 12 is formed on the outer end of the horizontal portion 11 adapted to engage with the jaw 5 to lock the two plates securely together. These plates 1 and 8 are rigidly secured to the rail sections by means of the bolts 13 passing through corresponding openings in said plates and through corresponding openings in the ends of the rails, and nuts 14 screwed on the threaded ends of the bolts 13.

My improvements are simple, but they obviate a serious defect which has been the cause of great annoyance in practical operation of railroads and which, so far as I am aware, has never been effectually overcome.

It will be obvious that various changes in the details of construction and in the proportions may be resorted to for successfully carrying the invention into practice without sacrificing any of the novel features or departing from the scope thereof.

Having thus described the invention, what is claimed is:

In combination with the abutting ends of two rails, a fish plate comprising an angular plate provided with a base portion to rest upon the flanges of the rail, a shoulder formed on the upper portion of the angular plate and extending the entire length, said shoulder being disposed under and in contact with the head of the rail, a jaw formed integral with said plate on the outside thereof and approximately centrally arranged, a second plate having a base and head portion formed thereon, said head portion being disposed under and in contact with the head of the rail, a horizontal portion formed integral with the second plate and approximately centrally arranged, said horizontal portion extending under the base of the rail and a lip formed thereon to engage said jaw on said first mentioned plate, means for se-

curing said plates to the ends of the rails, said means comprising bolts passing through corresponding openings in said plates and through corresponding openings in the ends of the rails, and nuts screwed on the threaded ends of said bolts.

In testimony whereof I have hereunto

affixed my signature in the presence of two witnesses.

JOHN G. SHUDERA.

Witnesses:

TONY SHUDERA,

ALBERT HILDEBRAW.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
