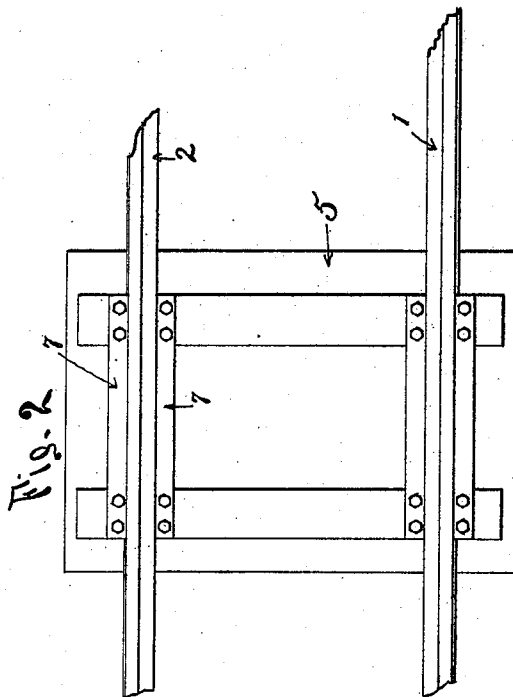
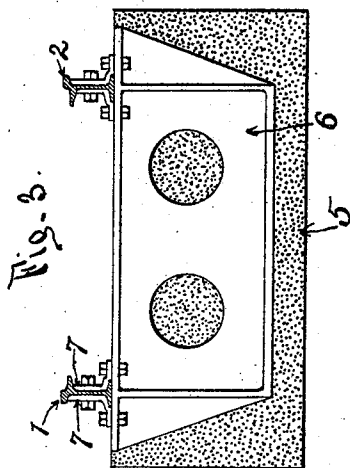
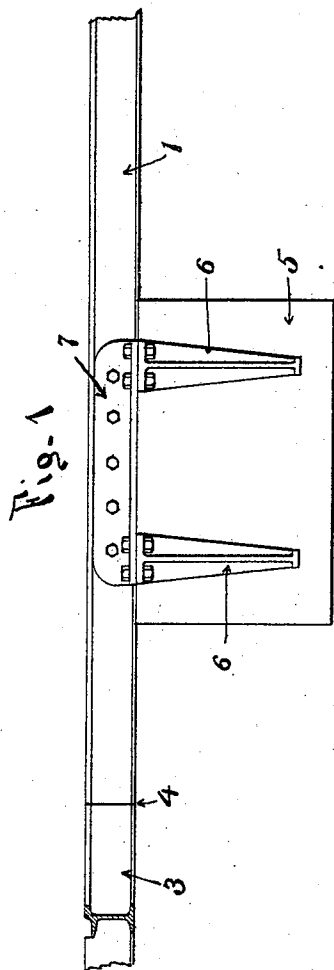


(No Model.)

W. JENS.
RAILWAY TRACK.

No. 574,737.

Patented Jan. 5, 1897.



WITNESSES:

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WILLIAM JENS, OF JOHNSTOWN, PENNSYLVANIA, ASSIGNOR TO THE
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RAILWAY-TRACK.

SPECIFICATION forming part of Letters Patent No. 574,737, dated January 5, 1897.

Application filed August 19, 1896. Serial No. 603,205. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM JENS, of Johnstown, county of Cambria, State of Pennsylvania, have invented certain new and useful
5 Improvements in Railway-Tracks, of which the following specification is a true and exact description, due reference being had to the accompanying drawings.

My invention relates to certain improvements in railway-tracks, and has for its object to provide a means for maintaining the track in alinement and position.

In the construction of railway-tracks it is often desirable to prevent the rails from creeping or distortion, results occurring from the expansion and contraction of the rails caused by varying temperature; and the object of my invention is to provide a simple and efficient anchor of improved construction to be
15 attached to the rails to prevent such creeping or distortion. Furthermore I have particularly in mind the railway-track usually known as "continuous" track, in which the rails are integrally joined together by welding or otherwise.
25

In all continuous track the tendency to either expansion or contraction is continually held in check by the surrounding road-bed. While the track as a whole retains its location, it is nevertheless a fact that there is some movement of one part as compared with another part, this movement taking place at points of least resistance in the road-bed. A very little of such movement occurring at crossing-points or switches results in throwing them out of line and rendering them sometimes inoperative. My anchor, when used for such track, would preferably be so attached to the rails as to anchor the track against
30 movement at these vital points, leaving it free to move at other points where such movement can do no harm and may operate to relieve internal stress.

In the drawings and following description
45 I show my anchor as I would prefer to use it for continuous tracks.

Referring to the drawings, Figure 1 repre-

sents a side view of a portion of track embodying my invention. Fig. 2 is a top view, and Fig. 3 a section, of same.

1 and 2 are the two continuous track-rails, abutting the crossing 3 and joined thereto at 4. At a point near this joint and beneath the rails 1 and 2 I place the body of concrete 5, and in this I embed the cast-iron supports 6. These supports are securely and rigidly fastened to the rails 1 and 2 by means of the angle-bars 7, bolted thereto. This concrete anchorage should be of a size sufficient to resist any stresses in the continuous rail and maintain the end thereof in an immovable position. In this manner I prevent any distortion of the special work by the abutting track, the whole resistance against the restrained force in the continuous track being transferred to the anchor.

I have described the anchor as of concrete, but it will be understood that any other suitable body affording sufficient resistance to the movement of the track-rails will do.

Having thus described my invention, what I claim, and desire to protect by Letters Patent, is—

1. In a continuous railway-track, in combination with the rails abutting switchwork, anchor members consisting of a single metal support fastened rigidly to both of said abutting rails and extending downward therefrom into concrete or similar material, as and for the purpose set forth.

2. In a continuous railway-track, in combination with the rails abutting switchwork, a single deep metallic casting, fastened rigidly to both of said abutting rails and fastening them securely together, said casting extending downwardly into concrete or similar material, substantially as and for the purpose set forth.

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

WILLIAM JENS.

Witnesses:

JOHN H. KENNEDY,
H. W. SMITH.