

L. F. LORENZI.
RAILWAY TRACK ANCHOR.
APPLICATION FILED NOV. 19, 1912.

1,057,969.

Patented Apr. 1, 1913.

Fig. 1.

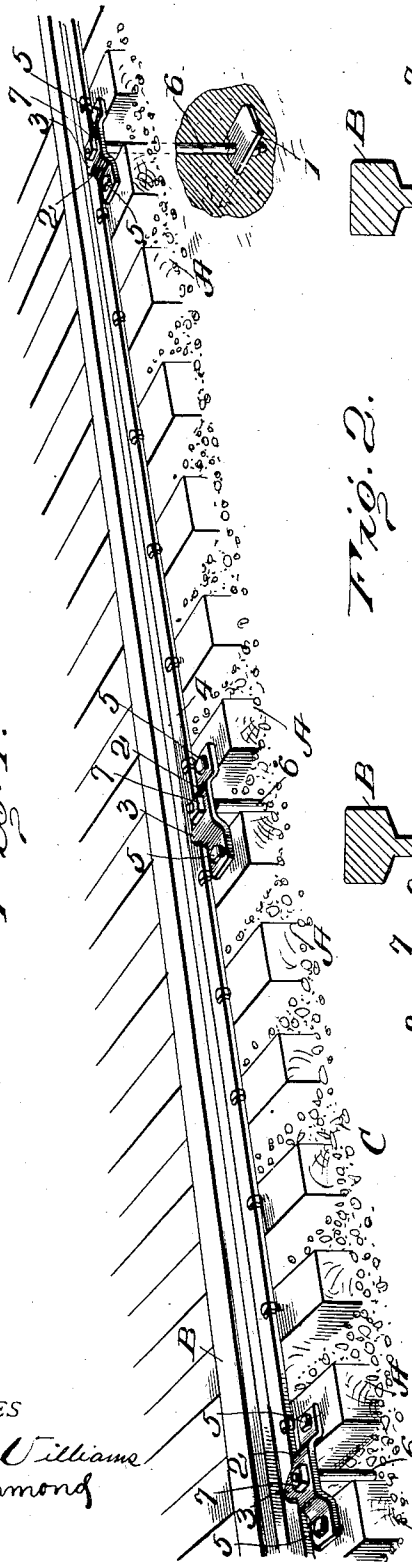
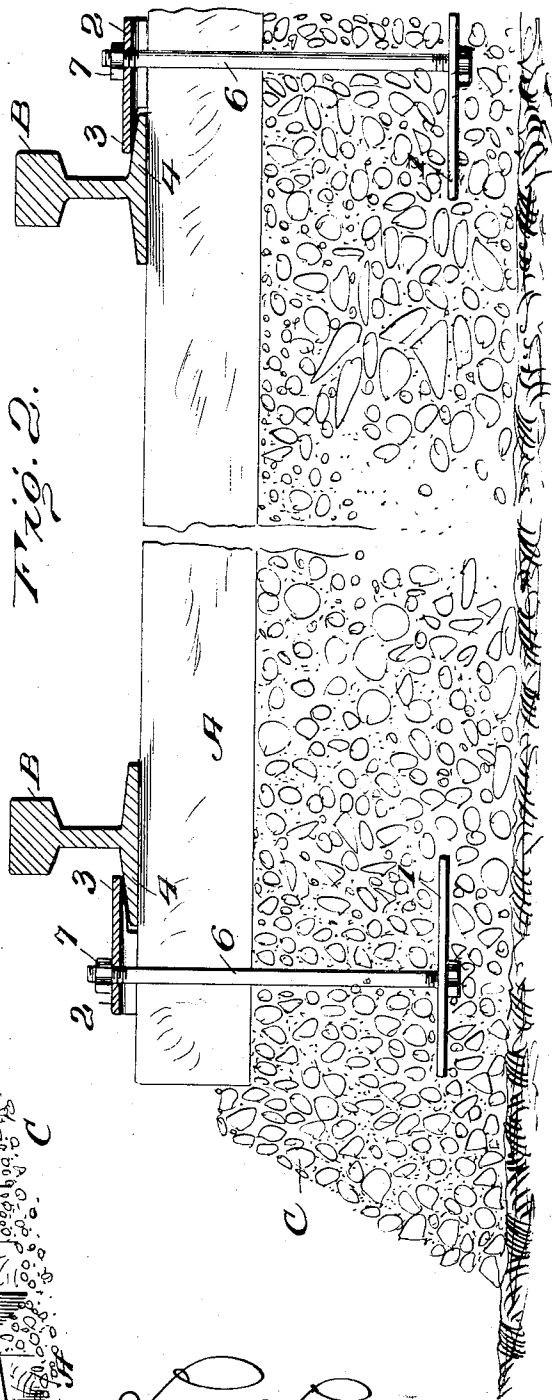


Fig. 2.



WITNESSES

W. A. Williams
A. A. Hammond

INVENTOR

Louis F. Lorence
By Edwin C. Brandenburg
his Attorney

UNITED STATES PATENT OFFICE.

LOUIS F. LORENZI, OF RACINE, PENNSYLVANIA.

RAILWAY-TRACK ANCHOR.

1,057,969.

Specification of Letters Patent.

Patented Apr. 1, 1913.

Application filed November 19, 1912. Serial No. 732,235.

To all whom it may concern:

Be it known that I, LOUIS F. LORENZI, a subject of the King of Italy, residing at Racine, in the county of Beaver and State of Pennsylvania, have invented certain new and useful Improvements in Railway-Track Anchors, of which the following is a specification.

This invention relates to an improvement in track anchors, and the object is to provide means which can be fastened to the ties of a railway track at predetermined intervals for the purpose of fastening the track to the road-bed in such a manner that it will prevent the creeping of the rails.

It is a well known fact that in the moving of heavy trains over a road bed the rails are caused to vibrate thus causing the ties to move from their bed and the rails to creep, all of which sooner or later causes the more or less trouble and results in switches, signals, and the like getting out of order.

The invention consists of certain novel features of construction and combinations of parts, which will be hereinafter described and pointed out in the claims.

In the accompanying drawings, Figure 1 is a perspective view showing the invention applied to a stretch of track. Fig. 2 is an enlarged detail sectional view of the invention as applied.

A, represents the ties, and B are the rails mounted on the ties. The road-bed C can be of an approved form, and located in the bed preferably at a distance of eighteen inches, are plates 1, 1. The plates are located at about nine feet apart or the distance of seven ties. Spanning two adjacent ties are bars 2, 2 which are located above the plates 1, and are spaced the same distance apart. The bars are offset or raised through their centers, and are provided with lugs 3 which engage the base flange 4 of the rails B.

The bars 2 are fastened to the ties by spikes 5, 5. Connecting the bars 2 and

plates 1 are rods 6. The rods passing through the bars and plates, and the upper ends of the rods are screw-threaded and nuts 7 are screwed onto the ends for fastening the plates and bars together for the purpose of anchoring the rails and ties to the road bed, so that the track will be prevented from creeping.

With an invention of this character the wave motion or vibration of the rails caused by a train moving over the rails will be overcome, and further the track will be prevented from creeping and causing a stretching and breaking of the rails. The bars 2 connecting the ties and rails together, and the bars and plates being connected together by the rods, forms a fastening not only between the ties and rails, but also forms an anchorage for the track with the road-bed.

Having fully described my invention, and what I claim as new and desire to secure by Letters Patent, is:—

1. The combination with a road-bed, ties and rails, of plates located at predetermined intervals in the road-bed, bars spanning the ends of the ties at predetermined intervals and located over the plates, and rods connecting the plates and bars together for fastening the ties and rails to the road-bed.

2. The combination with a road-bed, ties and rails, of plates located at predetermined intervals in the road-bed, bars spanning the ends of the ties at predetermined intervals and located over the plates, lugs on the bars engaging the base-flanges of the rails, and rods connecting the plates and bars together for fastening the ties and rails together and anchoring the ties and rails to the road-bed.

In testimony whereof I affix my signature, in the presence of two witnesses.

LOUIS F. LORENZI.

Witnesses:

ADELIA LORENZI,
HUGH C. ALLISON.