filling concrete track slab. A slope is required to drain water. All these variable parameters make it uneconomical to keep a stock of prefabricated plates. A further disadvantage of emergency pathways of this kind is that the plates often do not rest stably on the filling concrete track slab so passing vehicles cause a tilting movement and the plates are thus subject to high local wear.

Embodiments~~On the background of this prior art, it is the object~~ of the invention seek to provide a method for producing a slab track for rail vehicles with an emergency pathway for road vehicles that may be~~is~~ simple and cost-efficient to implement and that may result~~s~~ in a slab track provided with a positionally stable emergency pathway having a high load capacity.

According to a first aspect of the present invention, there is provided a method for producing a slab track for rail vehicles with an emergency pathway for road vehicles wherein a prefabricated track section with rails and sleepers is supported and positioned on a substructure by means of a supporting and aligning device and a track slab is produced by casting in the sleepers, characterised in that the part of the sleepers that projects from the track slab and the rails are separated by formwork elements and an emergency pathway is applied to the track slab by casting.

As disclosed,~~According to the invention, this object is achieved in that~~ the part of the sleepers that projects from the track slab and the rails are separated by formwork elements and an emergency pathway is applied to the track slab by casting.

In particular, this method may offer~~s~~ the advantage that the emergency pathway precisely fits onto the track slab and rests thereon stably. Furthermore, the need for prefabricating and more particularly keeping a stock of plates for the emergency pathway may be~~is~~ eliminated.

According to one embodiment of the method, the formwork elements are attached before the track slab is cast. This *modus operandi* may offer~~s~~ the advantage that it is not necessary to step on the track slab to attach the formwork elements after casting the track slab and that the emergency pathway may possibly be applied before the track slab has completely hardened.

According to a further embodiment of the method, the supporting and aligning device is removed before the emergency pathway is cast. This may have~~has~~ the advantage that no parts or traces of the supporting and aligning device remain in the emergency pathway.

~~The invention also relates to a slab track produced according to the method of the invention.~~
According to a second aspect of the present invention, there is provided a slab track produced according to the method defined in the first aspect.

In one embodiment of the slab track, a drainpipe is arranged in the substructure and communicates with the surface of the substructure via connecting openings provided in the substructure at certain intervals. A substructure prepared in this manner may eliminate~~s~~ the need for the subsequent installation of a drainage system.

According to a further embodiment, the track slab is provided with connecting openings which communicate with the connecting openings provided in the substructure. It is very simple to provide the track slab with such connecting openings, e.g. by inserting formed parts before the track slab is cast.

According to another embodiment, the emergency pathway is divided by joints extending substantially transversely to the rails. These joints absorb expansions and contractions of the emergency pathway. Furthermore, this may allow~~s~~ an easy stepwise manufacture of the emergency pathway in accordance with the length of the prefabricated track sections.

According to a further embodiment, the emergency pathway is provided with drainage shafts which communicate with the

connecting openings of the track slab. These drainage shafts are preferably arranged in the area of the joints and may ensure the drainage of water from the emergency pathway.

If according to another embodiment the surface of the emergency pathway is provided with drainage channels, the drainage of the emergency pathway may beis further improved.

According to a further embodiment, the sleepers have a heightened shoulder on at least one side of the rail whose surface is at least approximately flush with the surface of the emergency pathway. In this manner, gaps in the emergency pathway that might otherwise remain after removing the formwork elements may beare largely closed.

According to a third aspect of the present invention, there is provided a formwork elements for implementing the method as defined in the first aspect, wherein they consist of hoods that are intended to be fitted over parts of the sleepers and of plates connecting adjacent hoods. ~~The invention further relates to formwork elements for implementing the method of the invention. The main object of T~~these elements mayis to allow a quick setup and removal.

According to embodiments of the invention, ~~this object is achieved in that~~ the formwork elements consist of hoods that are intended to be fitted over parts of the sleepers and of plates connecting adjacent hoods. These hoods and plates may beare quickly mountable and dismountable and may beare furthermore reusable.

According to one embodiment of the formwork elements, the plates are removably connectable to the hoods. This measure may also facilitates the mounting and dismounting of the formwork elements.

According to a further embodiment of the formwork elements, the plates are connectable to the hoods such that the

spacing between adjacent hoods is variable. This may eliminates the need for providing plates of different lengths in accordance with different sleeper spacings.

Exemplary embodiments of the invention will be described in more detail hereinafter by way of examples with reference to the appended drawings. The latter show

Figures 1 to 6 six steps of an embodiment of the method according to the invention in respective sectioned views taken transversely to the travel direction,

Figure 7 a perspective view of a pair of formwork hoods,

Figure 8 a perspective view of a rail section with fitted and interconnected formwork hoods, and

Figure 9 a perspective view of a section of a slab track according to the invention.

In Figure 1, the initial situation in an embodiment of the method according to the invention is illustrated by way of example. A track section consisting of a plurality of sleeper blocks 5 and of rails 8 mounted thereon is supported and aligned on a substructure 1, e.g. of reinforced concrete, by means of a supporting and aligning device 4. In the substructure extends a drainpipe 2 that communicates with the upper side of substructure 1 via connecting openings 3 arranged at certain intervals. In order to damp vibrations produced later when vehicles are passing on the track, a respective rubber shoe 6 in which an elastic inlay 7 is arranged is fitted over the bottom of each sleeper block 5. As appears in the Figure, sleeper blocks 5 are

Claims

1. Method for producing a slab track for rail vehicles with an emergency pathway for road vehicles wherein a prefabricated track section with rails ~~(8)~~ and sleepers ~~(5)~~ is supported and positioned on a substructure ~~(1)~~ by means of a supporting and aligning device ~~(4)~~ and a track slab ~~(10)~~ is produced by casting in the sleepers ~~(5)~~, characterised in that the part of the sleepers ~~(5)~~ that projects from the track slab ~~(10)~~ and the rails ~~(8)~~ are separated by formwork elements ~~(9, 19)~~ and an emergency pathway ~~(12)~~ is applied to the track slab ~~(10)~~ by casting.

2. Method according to claim 1, characterised in that the formwork elements ~~(9, 19)~~ are attached before the track slab ~~(10)~~ is cast.

3. Method according to one of the preceding claims, characterised in that the supporting and aligning device ~~(4)~~ is removed before the emergency pathway ~~(12)~~ is cast.

4. Slab track produced according to the method according to one of the preceding claims.

5. Slab track according to claim 4, characterised in that a drainpipe ~~(2)~~ is arranged in the substructure ~~(1)~~ and communicates with the surface of the substructure ~~(1)~~ via connecting openings ~~(3)~~ provided in the substructure ~~(1)~~ at certain intervals.

6. Slab track according to one of claims 4 to 5, characterised in that the track slab ~~(10)~~ is provided with

connecting openings (11) which communicate with the connecting openings (3) provided in the substructure (1).

7. Slab track according to one of claims 4 to 6, characterised in that the emergency pathway (12) is divided by joints (21) extending substantially transversely to the rails (8).

8. Slab track according to one of claims 6 to 7, characterised in that the emergency pathway (12) is provided with drainage shafts (23) which communicate with the connecting openings (11) of the track slab (10).

9. Slab track according to one of claims 4 to 8, characterised in that the surface of the emergency pathway (12) is provided with drainage channels (22).

10. Slab track according to one of claims 4 to 9, characterised in that on at least one side of the rail (8) the sleepers (5) have a heightened shoulder (24) whose surface is at least approximately flush with the surface of the emergency pathway (12).

11. Formwork elements for implementing the method according to one of claims 1 to 4, characterised in that they consist of hoods (9) that are intended to be fitted over parts of the sleepers (5) and of plates (19) connecting adjacent hoods (9).

12. Formwork elements according to claim 11, characterised in that the plates (19) are removably connectable to the hoods (9).

13. Formwork elements according to claim 12, characterised in that the plates ~~(9)~~ are connectable to the hoods ~~(19)~~ in such a manner that the spacing between adjacent hoods ~~(19)~~ is variable.