

A. J. J. LEVEQUE.

RAILWAY-TIE.

No. 172,861.

Patented Feb. 1, 1876.

Fig. 1.

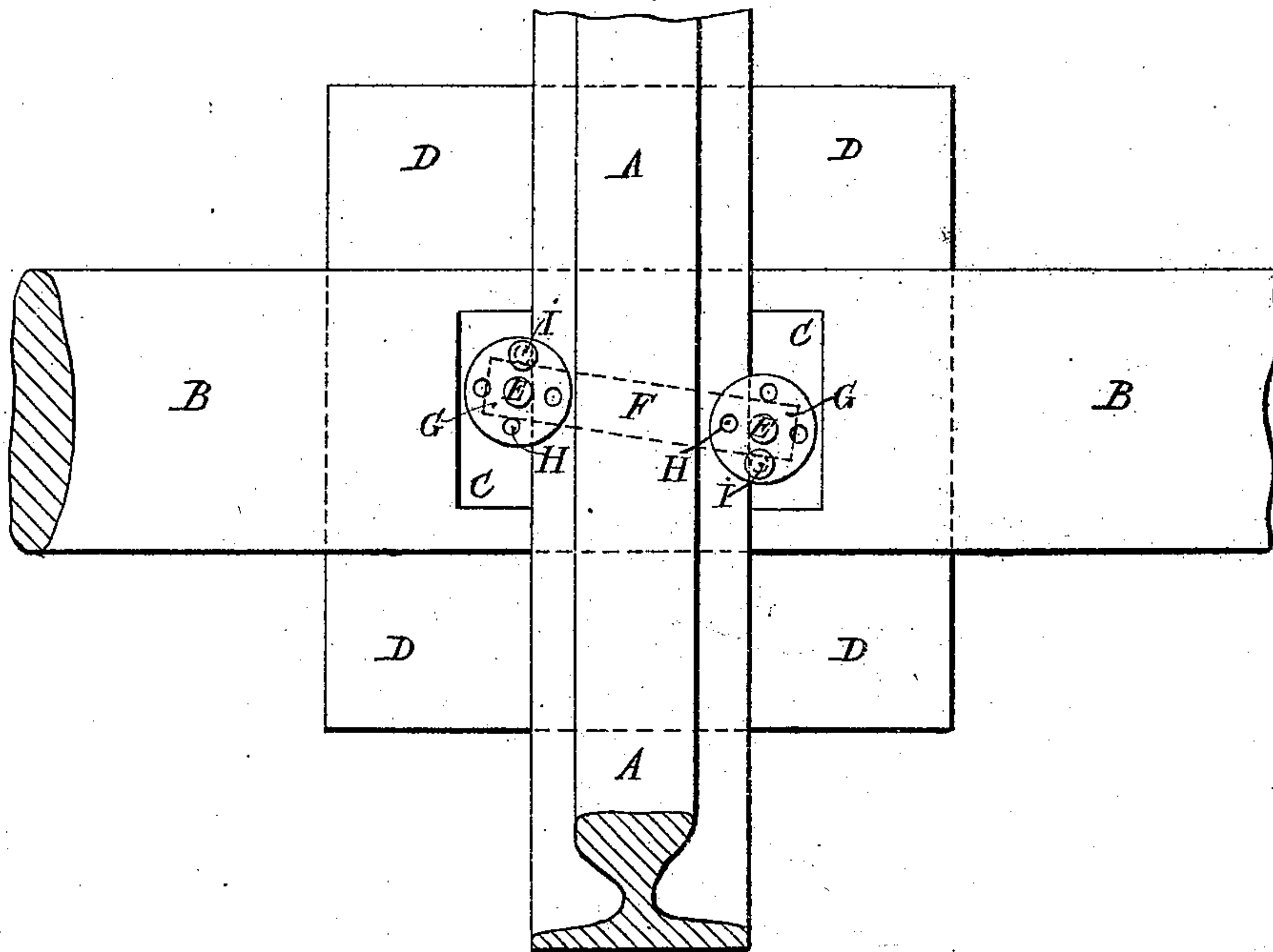


Fig. 2.

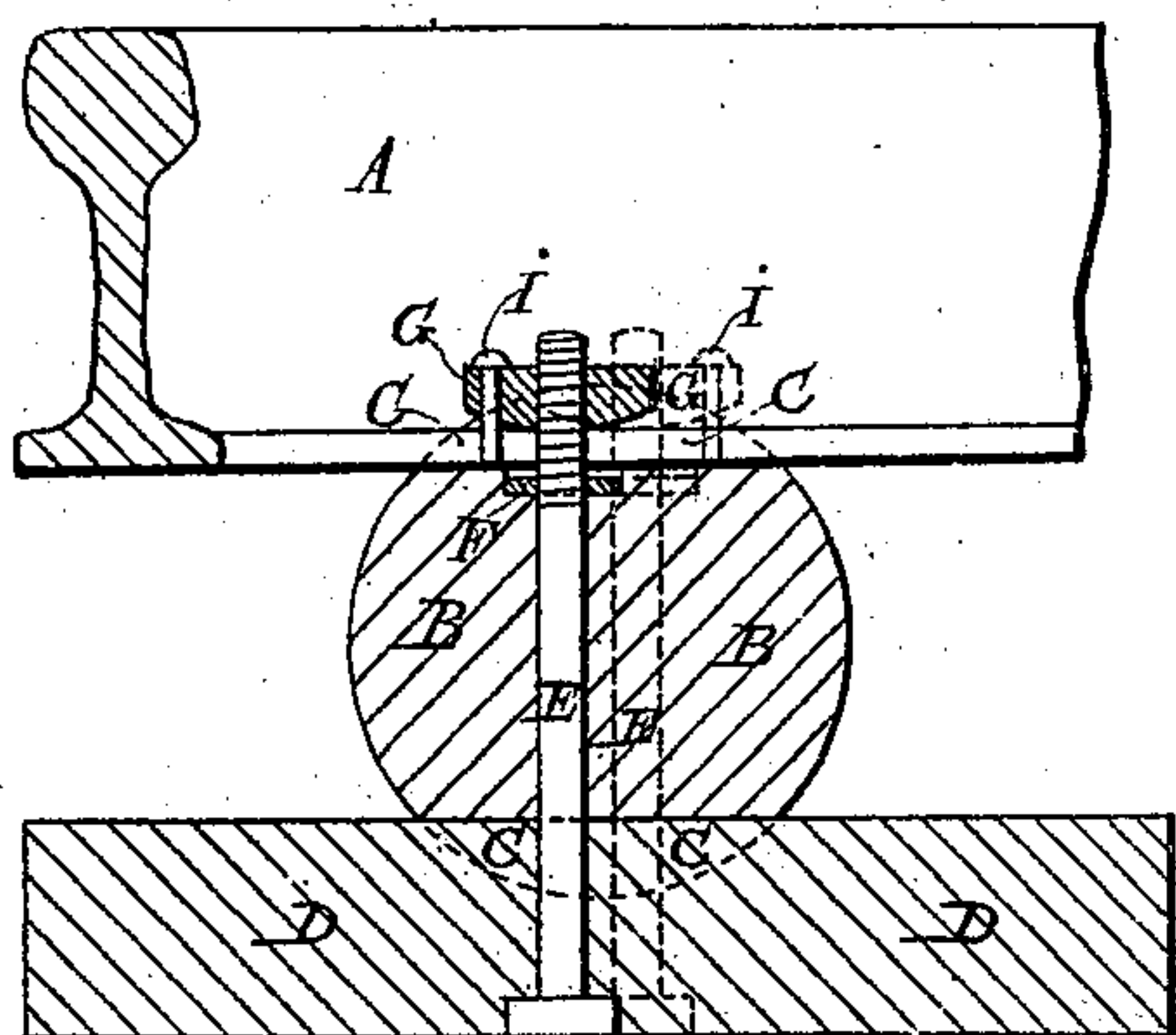
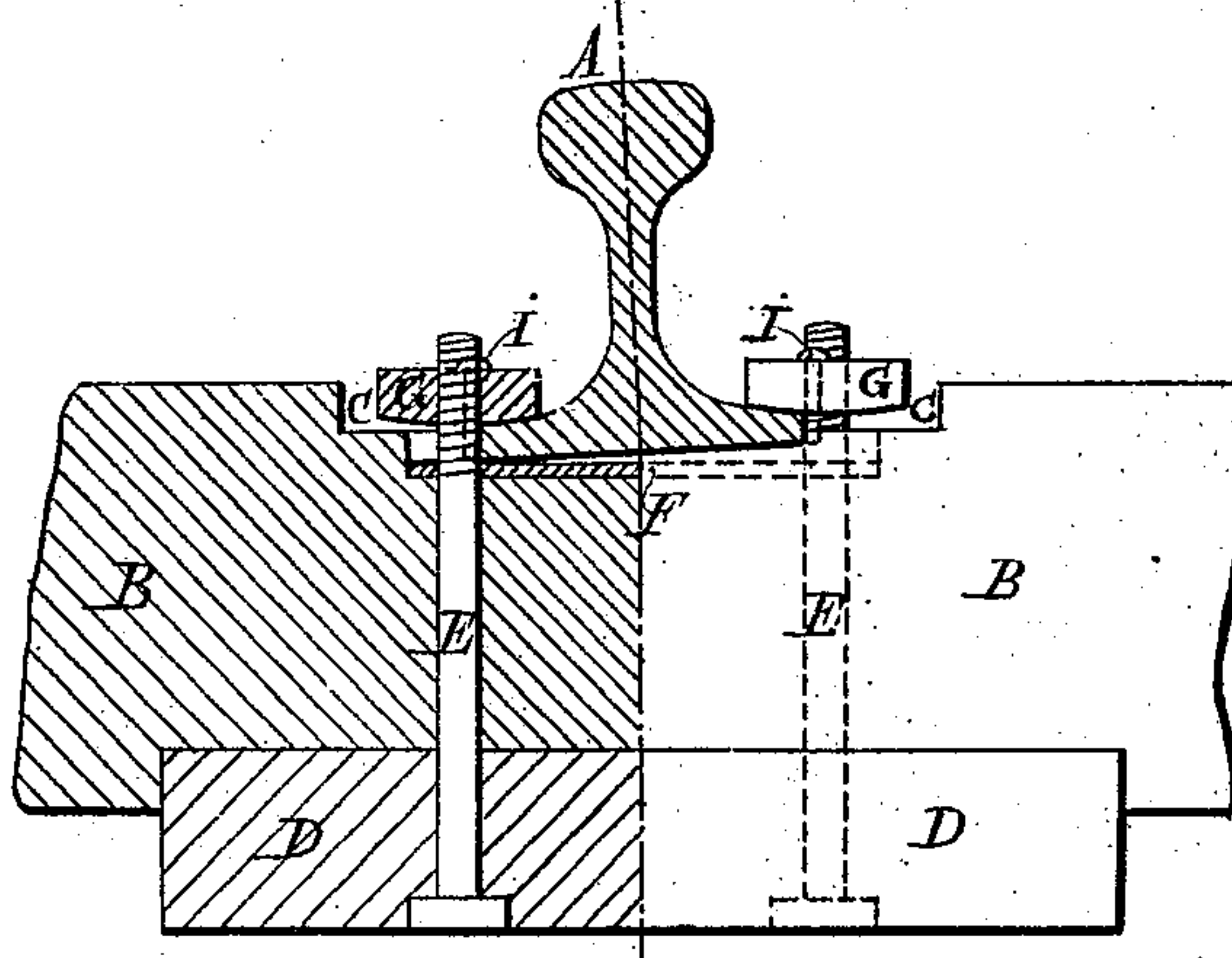


Fig. 3.



Witnesses:
John Rober Jr.
Geo. T. Smallwood Jr.

Inventor
Auguste J. J. Leveque.
by John J. Valsted
his Atty.

UNITED STATES PATENT OFFICE.

AUGUSTE J. J. LEVÉQUE, OF BLANGEZ SUR BRESLE, FRANCE.

IMPROVEMENT IN RAILWAY-TIES.

Specification forming part of Letters Patent No. **172,861**, dated February 1, 1876; application filed August 12, 1875.

To all whom it may concern:

Be it known that I, AUGUSTE JULES JUNIUS LEVÉQUE, of Blangez sur Bresle, in the Republic of France, have invented an Improved Railway-Sleeper, of which the following is a specification:

This invention consists in the employment of unhewn timber or logs, with or without the bark, of small diameter for making railway-sleepers, and in connecting them at their lower part with base-plates and at their upper part with the rails.

In the accompanying drawing, Figure 1 is a plan, showing my improved sleeper with a rail applied thereto; Fig. 2, a transverse section, and Fig. 3 a longitudinal section of same.

Similar letters in all the figures represent similar parts.

B is the sleeper, of unhewn wood, recessed on its under side so as to receive the two wooden base-plates D placed in a line under the rails. These plates are connected to the sleeper by means of the bolts E, and serve to replace the cramp-irons by which the rail is usually fixed. These bolts are not placed in the same line, but askew, so as not to weaken the sleeper. They are united together by a flat band, F, and fixed by two screw-nuts, G.

These nuts have holes H, to allow of their being turned by means of a key provided for the purpose. When the nuts are tightened, a pin, I, is driven into one of these holes, and which pin, coming against the edge of the rail, will prevent the nut coming unscrewed.

I have described my improved sleeper in combination with a rail having a single flange; but it will be easily understood that a rail having a double flange and placed on a chair may be applied. In this case the sleeper will be mounted exactly in the same manner as hereinbefore described. The bolts will pass through the holes in the chairs, through which spikes are usually passed, and the screw-nuts will fix the chairs on the sleeper.

What I claim is—

The improved sleeper B, of unhewn wood, with base-plates D, through which pass the bolts E, connected by the band F, on which rests the rail fixed by the screw-nuts G, substantially as hereinbefore described, and represented in the drawing.

AU. LEVÉQUE.

Witnesses:

T. BAROYNE,
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