

No. 662,764.

Patented Nov. 27, 1900.

P. CAZES.
METALLIC CROSS SLEEPER.

(Application filed Mar. 18, 1899.)

(No Model.)

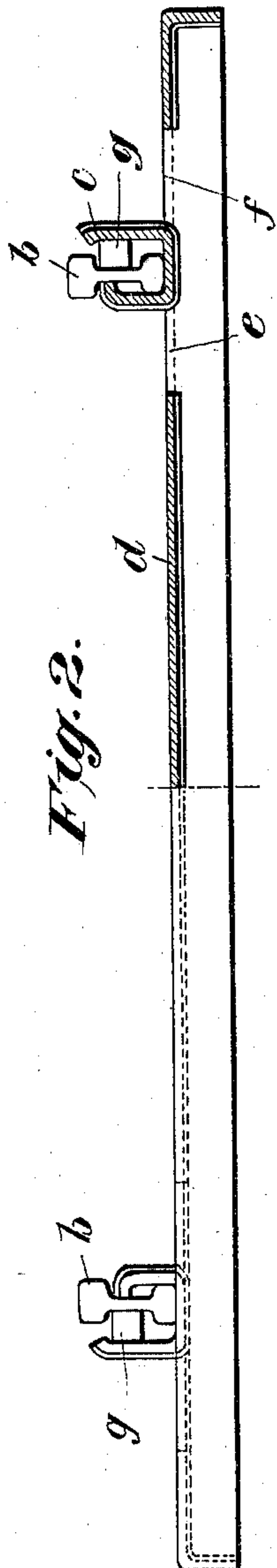


Fig. 2.

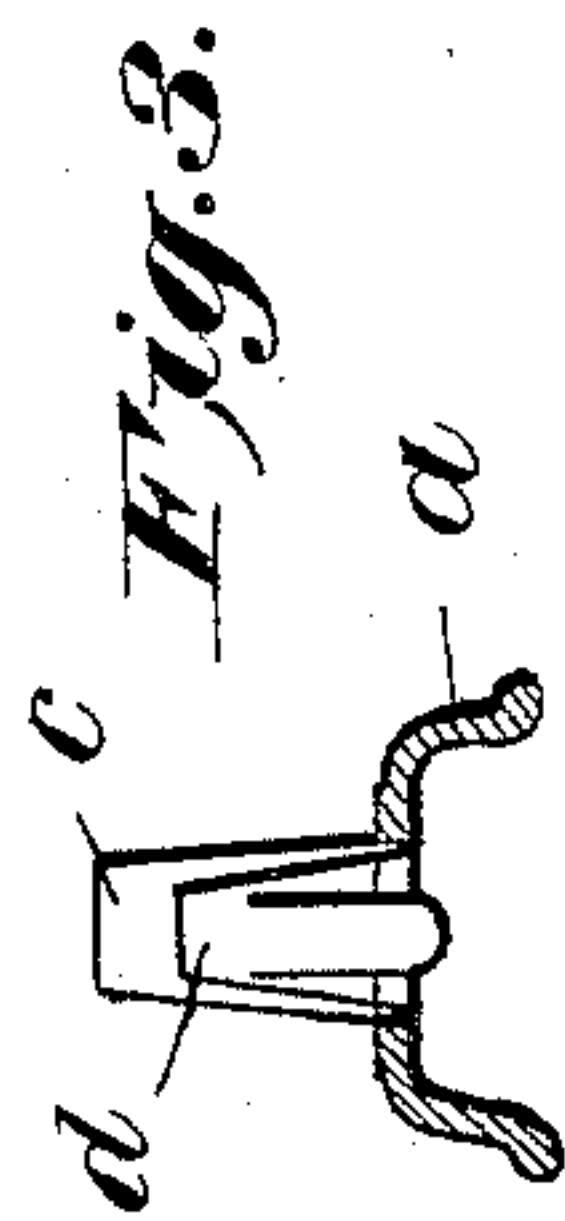


Fig. 3.

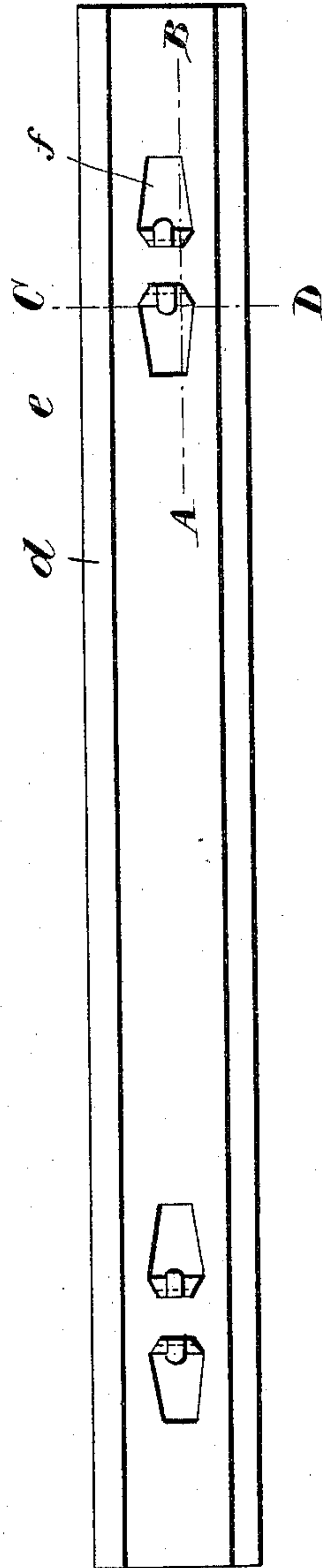


Fig. 1.

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METALLIC CROSS-SLEEPER.

SPECIFICATION forming part of Letters Patent No. 662,764, dated November 27, 1900.

Application filed March 16, 1899. Serial No. 709,362. (No model.)

To all whom it may concern:

Be it known that I, PAUL CAZES, a citizen of the French Republic, residing at Bayonne, France, have invented certain new and useful Improvements in Metallic Cross-Sleepers; and I do hereby declare the following to be a full, clear, and exact description of the invention, such as will enable others skilled in the art to which it appertains to make and use the same.

The present invention relates to a process for fixing the rails upon iron cross-sleepers by turning up of lugs or ears cut into the sleeper, between which the rail is secured by means of a wedge.

In the annexed drawings, Figure 1 is a plan view of the said cross-sleeper. Fig. 2 is an elevation, partially in section, on a line A B. Fig. 3 is a cross-section on the line C D.

The cross-sleeper is formed of an iron piece *a*, having the shape of a reversed U or any other suitable shape. *b* designates the rails, which are arranged at any suitable distance apart.

c and *d* are the two lugs or ears, which are punched out without being detached from the main part *a*, thus forming free spaces *e f*. These ears are then bent to the sectional form

of the rail, thus constituting a kind of bearing for the rail, which has the advantage of forming a single piece with the base of the cross-sleeper, and thus avoiding all the joints. The wedges *g* permit of securing the rails between the ears in a perfectly safe manner.

I claim—

A metallic cross-sleeper for railways comprising a main body, U-shaped in inverted cross-section, the top being flat and having partially stamped or projected therefrom lugs *c* and *d* of angular cross-section, the lug *d* being bent upward and horizontally to bring its end into contact with the web of a rail resting transversely on the sleeper, and the lug *c* being bent upward to about the level of the top of the web, whereby the rail may be tightly clamped between said lugs by the insertion of a wedge *g* between the web of the rail and the lug *c*, substantially as described.

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

PAUL CAZES.

Witnesses:

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ESPELETTE.