C. M. Ramsay.

Iron Pavement.

No. 15,776. Patented Jul. 26, 1856.

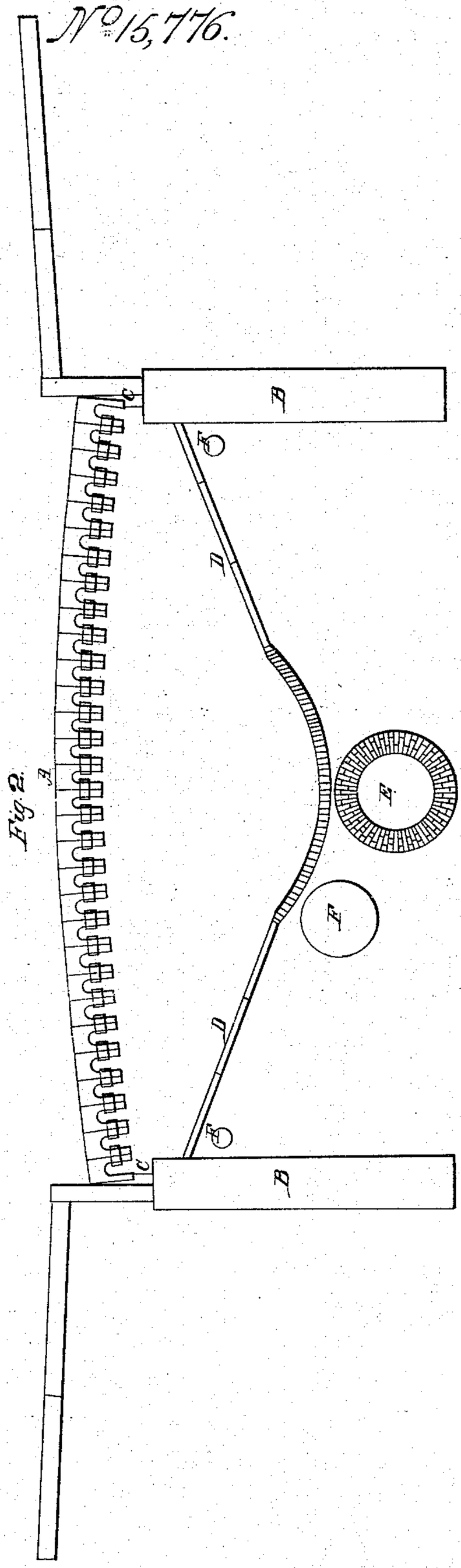

Fig. 2.

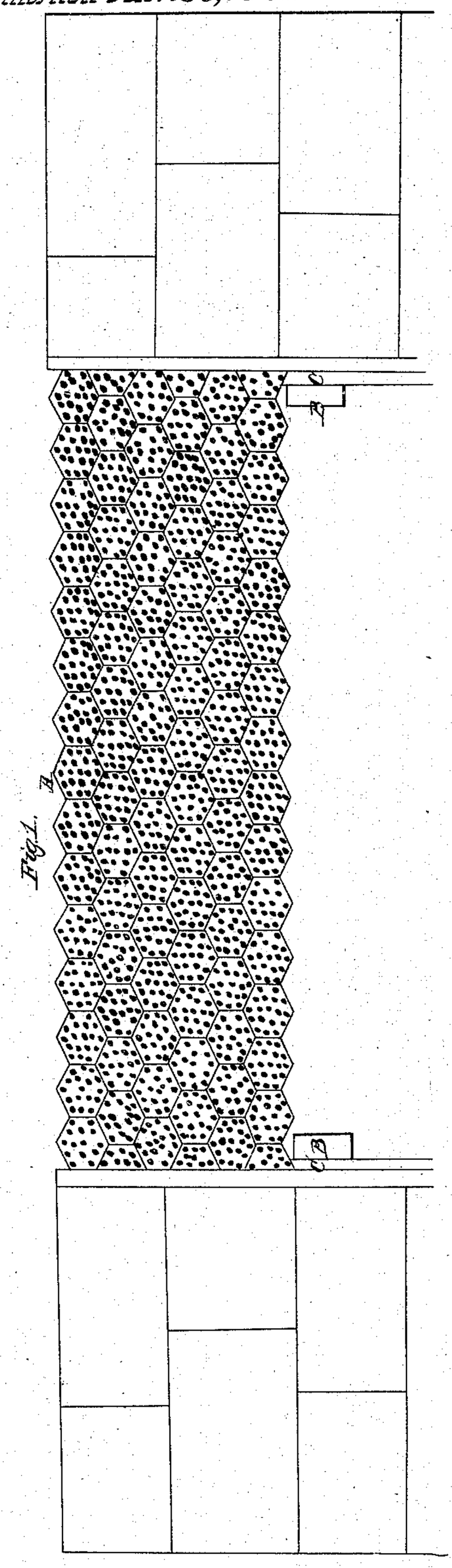

Fig. 1.

THE GRAPHIC CO. PHOTO-LITH. 39 & 41 PARK PLACE, N.Y.

UNITED STATES PATENT OFFICE.

GEORGE M. RAMSAY, OF NEW YORK, N. Y.

CAST-IRON PAVEMENT.

Specification of Letters Patent No. 15,776, dated September 23, 1856.

To all whom it may concern:

Be it known that I, GEO. M. RAMSAY, of the city, county, and State of New York, have invented a new, useful, and Improved Pavement, and that the following is a full, clear, and exact description of the construction and operation of the same, the nature of which is an iron pavement constructed so as to be flexible and equally self-supporting in all directions and free from the usual dust, mud, ice, and snow and so as to permit of free access at all times to the sewer, water, and gas pipes, without disturbing the pavement, all of which is fully set forth in the following specification, drawings and letters of reference marked thereon, making part of the same, wherein—

Figure 1 is a top view and Fig. 2 a perpendicular section.

Like figures refer to like parts.

A shows an iron arch formed by hexagon paves, (or their equivalents) containing a foot superficial more or less, and is pierced with holes (without regard to size or number, except that the half or near the half of the area should be consumed with holes) and is cast in shape like a six legged stool, the length and width of the legs being determined by the length or width of the span and when *in situ* each pave is united to and supported by six others, while three of the corners or legs of every three paves meet at each of their six corners, around which and upon which I run or slip a strong cast or wrought iron ring (or their equivalents) and secure the same in any convenient manner, whereby the legs are prevented from spreading or separating in any direction, and by which means the arch (forming the pavement) is prevented from either sinking, rising, spreading or stretching and thus a lateral, diagonal, longitudinal and perpendicular support is obtained from all directions and is equally flexible in all directions. Underneath this arch, I excavate an opening sufficient to admit a horse and truck. The sides D, D, of this space is made to incline to the center, in order that all filth that passes through the holes in the paves may readily wash into the sewer E. This space also permits a free access at all times to the sewer E, water and gas pipes F without disturbing the street or travel. One or more arches may be used in spanning a street and the ends B and C may be supported in any convenient manner.

I am aware that cast-iron voussoirs have been made into an arch for bridges and other purposes and that the bond of connection between has been effected by means of lugs on the voussoirs, and wrought iron clips or bands passing over the lugs of the adjoining voussoirs. I therefore wish to be distinctly understood as not claiming broadly this mode of construction of cast-iron blocks by means of lugs and clips; but

What I claim as my invention is,

The iron hexagonal paving blocks with legs or lugs below as described when united and secured by the iron-clips or bands so as to form flexible pavement as described.

GEO. M. RAMSAY.

Witnesses:
T. PHILPOT,
J. DIX WILKES.