

H. Fayette.

Wood Pavement.

N^o 64,959.

Patented May 21, 1867.

Fig. 1.

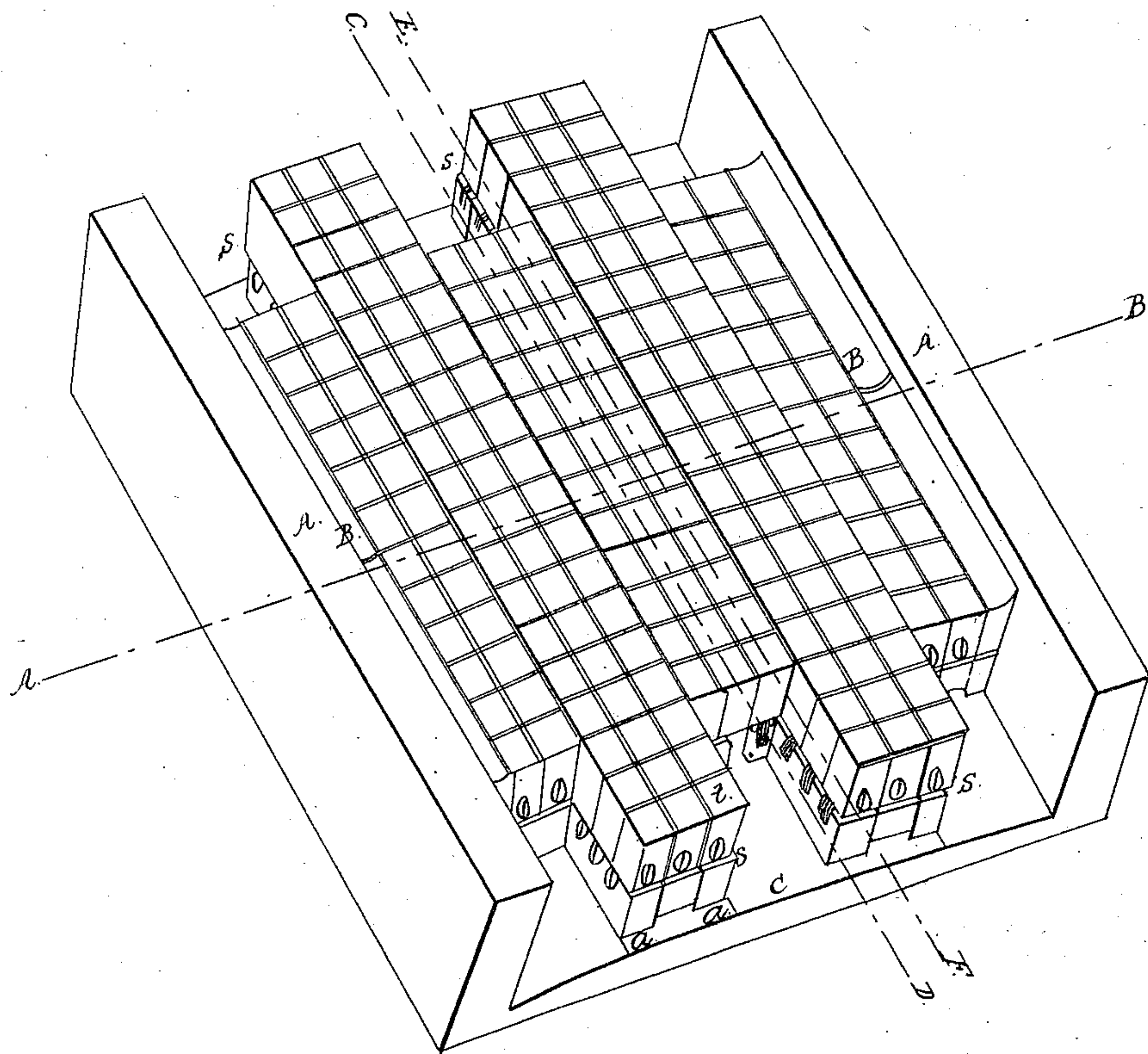


Fig. 2.

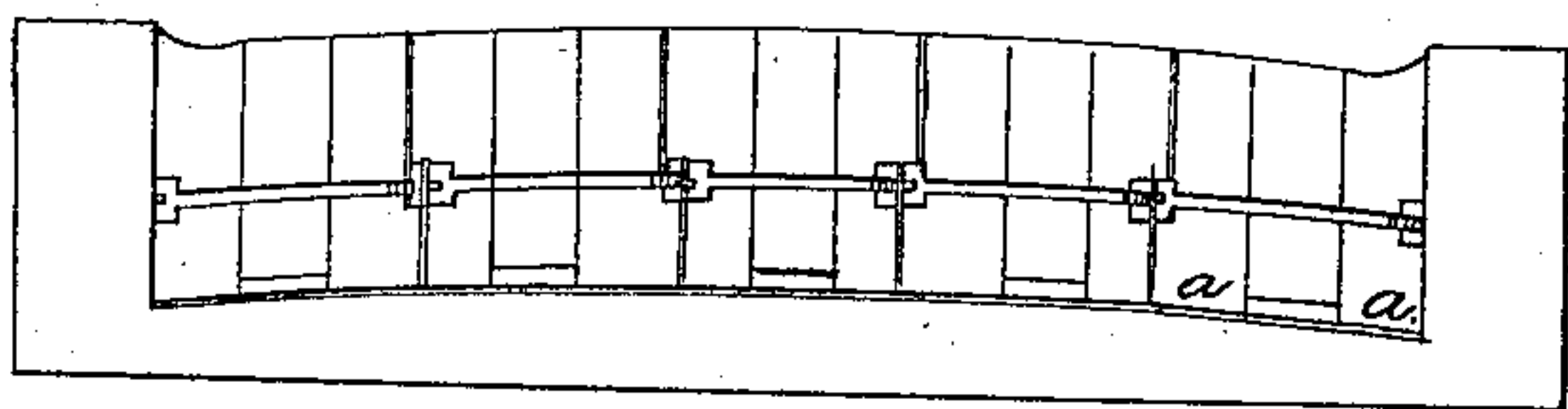


Fig. 3.

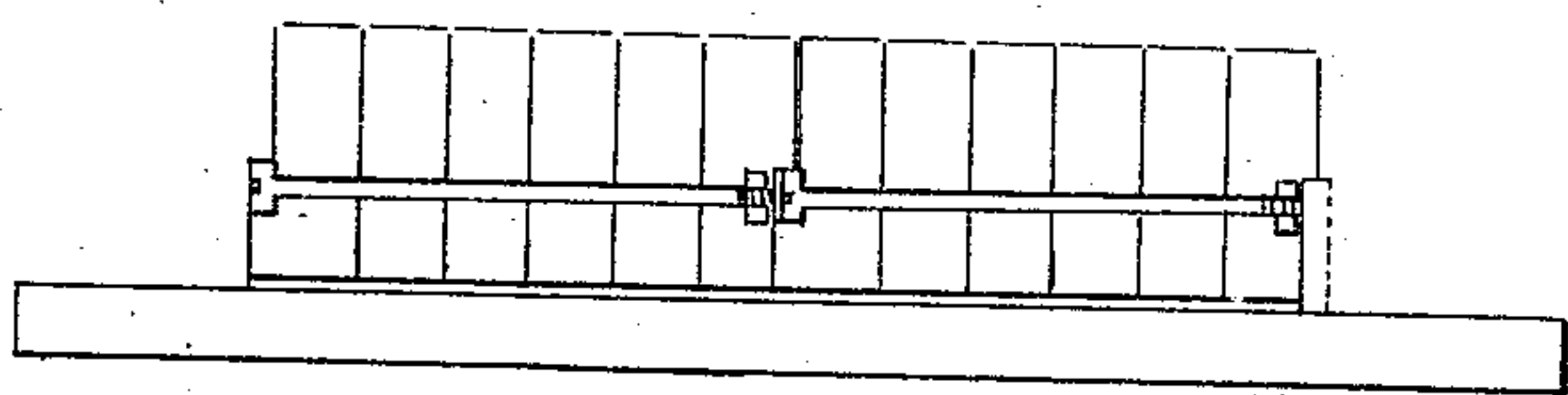


Fig. 5.

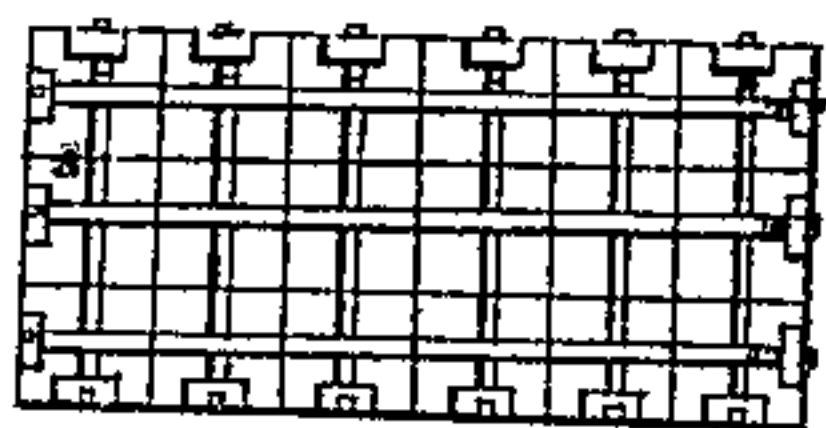
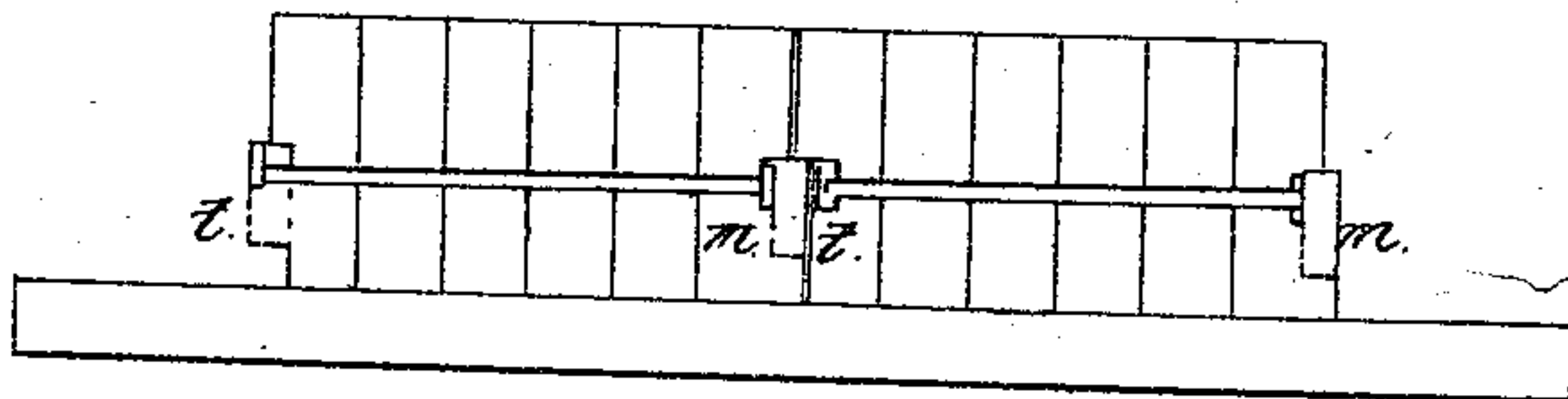


Fig. 4.



Witnesses.

W. H. Fayette.
J. L. Coombs.

Inventor.

Henry Fayette
By J. L. Coombs, Atty.

United States Patent Office.

HENRY FAYETTE, OF PORT CHESTER, NEW YORK.

Letters Patent No. 64,959, dated May 21, 1867.

IMPROVED WOODEN PAVEMENT.

The Schedule referred to in these Letters Patent and making part of the same.

TO ALL WHOM IT MAY CONCERN:

Be it known that I, HENRY FAYETTE, of Port Chester, in the county of Westchester, and State of New York, have invented a new and improved mode for the construction of Wooden Pavements; and I do hereby declare that the following is a full and exact description of the same.

The nature of my invention consists in forming sections of pavement by bolting firmly together a number of wooden blocks, and locking said sections together as hereinafter described. In the accompanying drawings—

Figure 1 is a perspective view of a section of street paved in accordance with my invention.

Figure 2 is a cross-section of fig. 1, in the line A B.

Figure 3 is a longitudinal vertical section of two combination blocks or sections of pavement.

Figure 4 is a longitudinal vertical section of two central sections of pavement, shown by lines C D and E F in fig. 1.

Figure 5 is a horizontal section of one combination block of section of pavement, showing the longitudinal and transverse bolts by which the small blocks are fastened together.

In the drawings, each section of pavement is represented as consisting of eighteen blocks bolted together, but the number of said small blocks in a section may be more or less. In each section the side tiers of small blocks are some two or more inches longer at the base than the centre tier, as will be seen at *a a*, figs. 1 and 2. As the projecting lower ends of said side blocks are embedded in the earth, they tend to prevent the section from rocking or tilting. Each section has a shoulder on one side and one end, and an inverted shoulder on the opposite side and end, of two or more inches, as shown at *s s*, fig. 1. In the centre tier of sections, as laid in the street, each section has a mortise, *m*, in one end, and a tenon, *t*, at the opposite end, as shown in figs. 1 and 4. The small blocks composing each section are fastened firmly together by wrought-iron bolts, running through each tier, longitudinally and transversely, as is plainly shown in fig. 5.

In fig. 1, A A represent the curb-stones of a street; B B, gutters formed in the outer tiers of blocks, and C, the ground or base on which the pavement rests. It will be seen that when the separate sections are laid down, so as to form a pavement, the projecting upper portion of one side and one end of each section will rest upon the projecting shoulders of the adjoining sections, so that any pressure upon any one section will be supported by two adjoining sections, and each section in the central tier is supported by the adjoining sections on both sides. When necessary to remove any part of the pavement to reach gas or water pipes, by removing two of the centre blocks the side blocks are loosened and can be easily taken up.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. Sections of pavement composed of a number of wooden blocks, bolted together longitudinally and transversely, substantially as described.

2. In sections of pavement composed of wooden blocks bolted together as described, I claim making the blocks in the outer tier of each section longer than the central blocks, as and for the purpose described.

HENRY FAYETTE.

Witnesses:

J. J. COOMBS,

WM. S. MORSE.