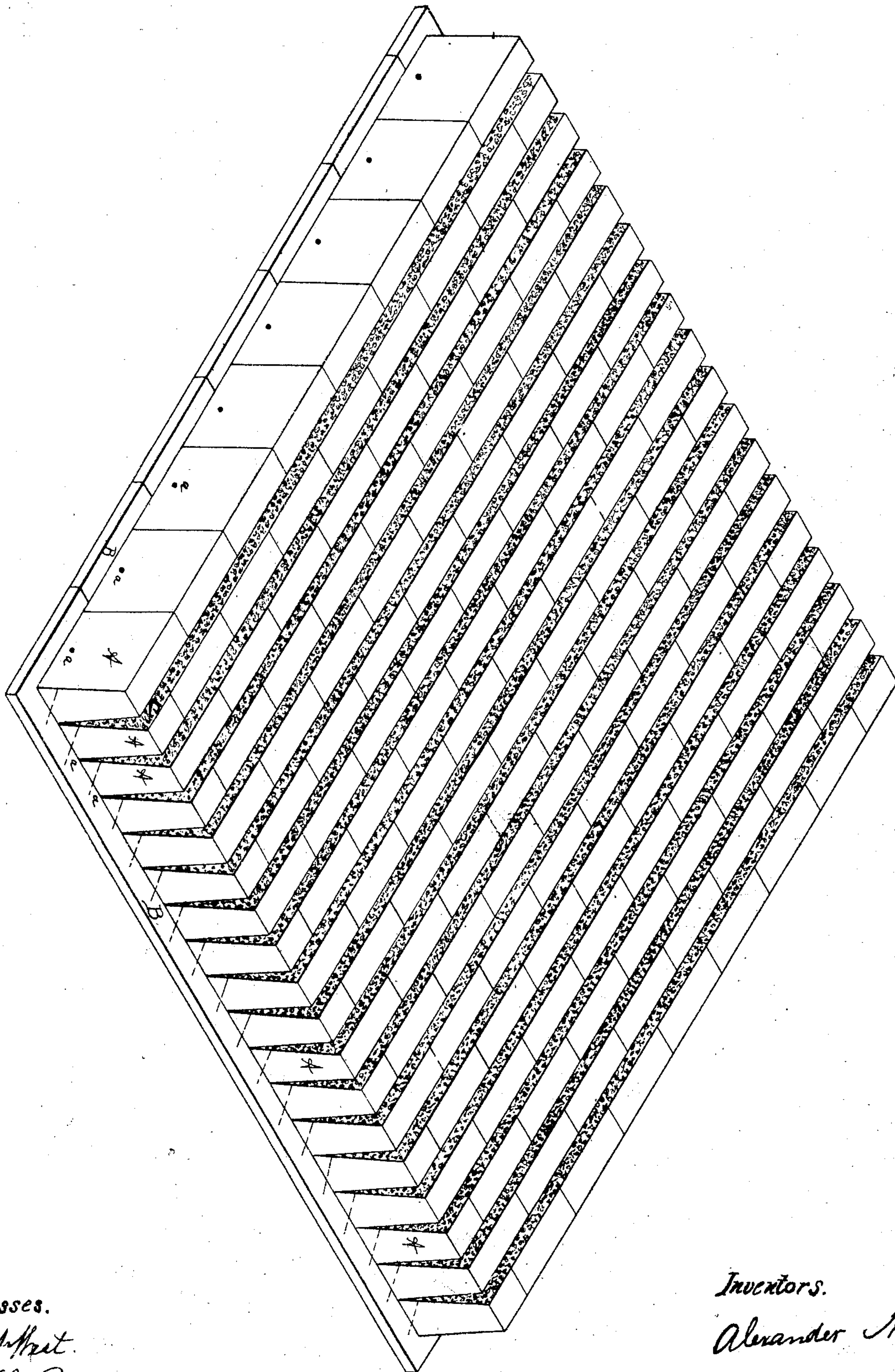


*Alex. Miller and C. Mason,*  
*Wood Pavement*

*Nº 76,227*

*Patented Mar. 31, 1868.*



*Witnesses.*

*C. A. Whit.*  
*L. L. Bond.*

*Inventors.*

*Alexander Miller.*

*Carlisle Mason.*



# UNITED STATES PATENT OFFICE.

ALEXANDER MILLER AND CARLILE MASON, OF CHICAGO, ILLINOIS.

## IMPROVED WOOD PAVEMENT.

Specification forming part of Letters Patent No. 76,227, dated March 31, 1868.

*To all whom it may concern:*

Be it known that we, ALEXANDER MILLER and CARLILE MASON, of Chicago, Illinois, have invented certain new and useful Improvements in Wood Pavements; and do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing making a part of this specification, the figure being an isometrical view.

The foundation of the roadway is to be prepared in the usual manner, and having the desired configuration. A board foundation for the blocks is then laid in any known manner, and may be coated with coal-tar or any other suitable material to prevent decay.

The blocks A are to be cut from plank, and are of the usual size, having the fiber vertical. The blocks of our pavement, however, differ from all other blocks in use for pavements in having both sides beveled from top to bottom, as shown by the end view of the blocks in the drawings. The blocks thus prepared are placed in the board or plank foundation B in transverse rows. Each block may be secured to the foundation by a nail or spike, as shown at *a*. It will be observed that in consequence of the peculiar shape of the blocks those in the several rows touch each other at the bottom, but are some distance apart at the top, forming between the rows wedge-shaped channels. These channels are to be filled with concrete, or gravel and coal-tar, or other suitable substance, furnishing the necessary foot-hold for horses.

The advantages of this pavement over all others are numerous. Among others we mention the following: The blocks have a broad base on which to stand. The blocks in the several rows touching each other at the bottom, the same can be laid rapidly, and aid in

supporting each other, and form a pavement much firmer and more durable than where the bases of the blocks in the several rows are some distance apart and the intervening space filled with gravel or concrete. The wedge-shaped channels *b* are not only novel, but eminently useful, since the filling in each channel is, in fact, a wedge, while use only serves to render the wedges more effective, and the form of the blocks, in connection with the wedges of concrete, renders it impossible for the blocks to be tipped, raised, or in any way moved from their proper places, so that it will not be possible for dirt, gravel, sand, or any other substance to work under the blocks. It will be observed, also, that as the blocks wear down the wearing-surface of the blocks is increased.

The blocks can be cut with less waste of material by cutting them from timber, and splitting the timber blocks with the proper bevel. This makes a strong pavement, and as the blocks have a broad base they will not cut or break the foundation when very heavily-loaded teams are driven over it.

We do not claim as our invention the wedge-shaped blocks; but

What we claim, and desire to secure by Letters Patent, is—

A pavement constructed of wedge-shaped blocks A, when laid so as to break joints with those of the opposite rows, in combination with a concrete filling, and in further combination with a continuous wood foundation, and so laid as to form continuous rows across the street.

ALEXANDER MILLER.  
CARLILE MASON.

Witnesses:

L. L. BOND,  
E. A. WEST.