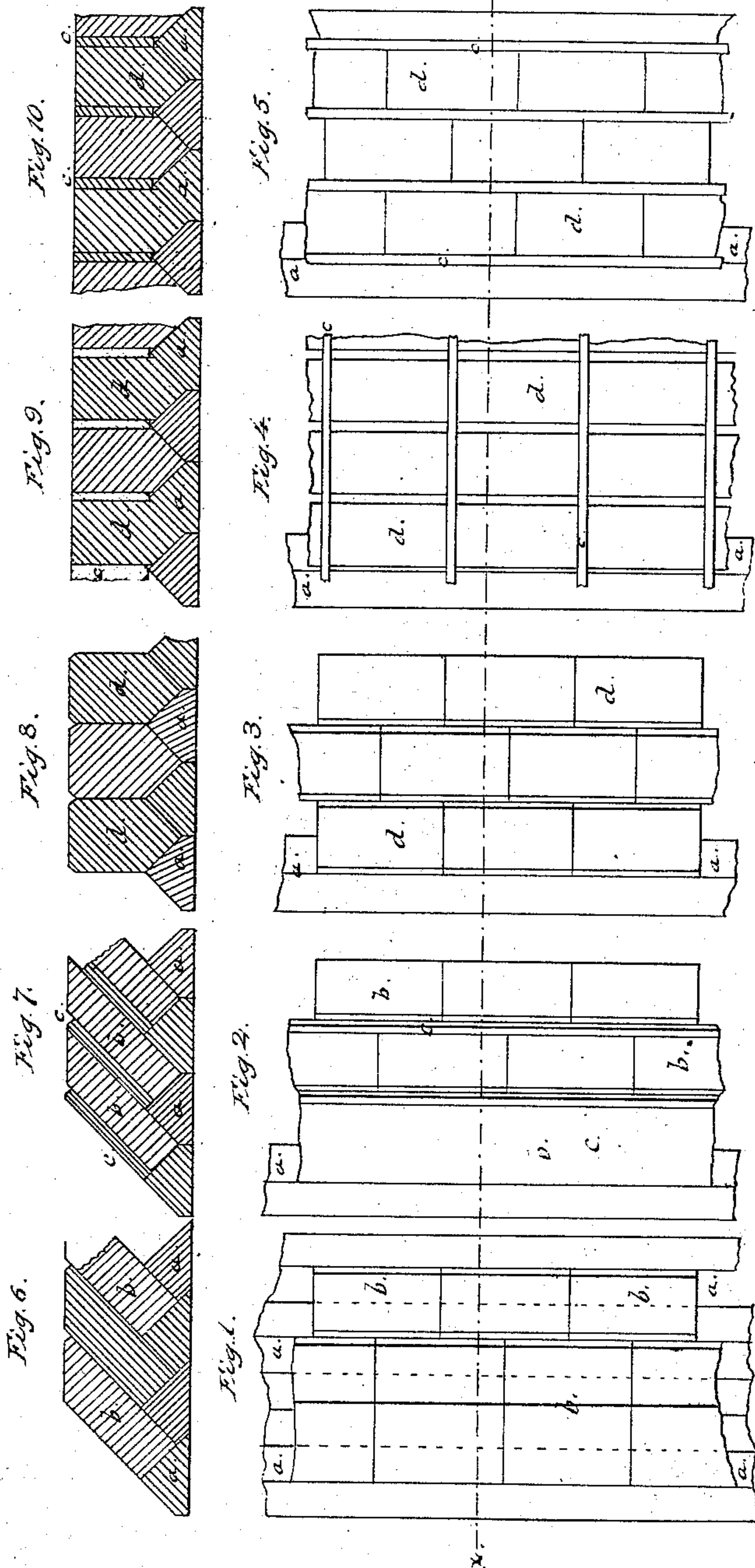


B. F. Miller.

Wood Pavement.

N^o 49,770.

Patented Jul. 7, 1868.



Witnesses:
Geo. A. Macker
John Schmidt

Inventor:
B. F. Miller

United States Patent Office.

BENJAMIN F. MILLER, OF NEW YORK, N. Y.

Letters Patent No. 79,770, dated July 7, 1868.

IMPROVED 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, BENJAMIN F. MILLER, of the city and State of New York, have invented and made a certain new and useful Improvement in Pavements for streets and roads; and I do hereby declare the following to be a full, clear, and exact description of the said invention, reference being had to the annexed drawing, making part of this specification, wherein—

Figures 1 to 5 are plan views, representing my invention in the different forms in which it may be employed, and

Figures 6 to 10 are sections of the pavement at the line $x x$, showing the forms corresponding to those in the plan views.

Similar marks of reference denote corresponding parts.

The nature of my said invention consists in prismatic sleepers, laid with their angles forming ridges, between which the lines of blocks are placed, in order that each block may have a bearing upon two sleepers, and thereby be better supported, in consequence of the bearing being more extended, and the blocks, being driven by the weights down into the angle between the said sleepers, are less liable to work loose than those laid upon a flat surface.

My invention is particularly adapted to wooden pavements, but I am not limited as to the material I employ.

The foundation of my pavement is made of prismatic sills, $a a$, laid together so that an angle or ridge forms the highest part between a trough-shaped depression.

These sills are to be laid upon the usual earth or sand, or they may be laid upon any other support; and they may be laid longitudinally of the street; but I prefer to place them transversely.

The superstructure laid upon said sills is composed of blocks that pass into the angle formed between the two sills, so as to bear upon each.

In the drawing, figs. 1 and 6, diagonal blocks, b , as shown in my patent of April 23, 1867, are represented as laid at an inclination, and the sills lap under one another, as shown, so that weight upon one block is distributed over several blocks, and upon two or more of the sleepers.

In figs. 2 and 7, similar inclined blocks, b , are placed upon the sleepers, but strips of board or plank, c , are introduced between the ranges of blocks, with the grain parallel, or nearly so, with the surface of the pavement, so that the edges of such strips, wearing more rapidly than the blocks, will leave depressions in the surface, and give a better foot-hold to horses, &c.

In figs. 3 and 8, vertical blocks, d , are shown as formed with double inclined lower ends setting between the sleepers, and with flat upper ends to form the roadway. These take a bearing upon the two contiguous sleepers.

In figs. 4 and 9, the pieces of board or plank e , set up edgewise between the blocks d , are shown as running crosswise to the sills a ; and in figs. 5 and 10 the same plank is shown as running lengthwise over the angle of the sleeper, and between the blocks.

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

The prismatic sills, laid as specified, and receiving the block superstructure, substantially as set forth.

In witness whereof, I have hereunto set my signature, this eighteenth day of February, 1868.

B. F. MILLER.

Witnesses:

GEO. D. WALKER,

CHAS. H. SMITH.