

C. Williams.
Wood Pavement.

N^o 80,261.

Patented Jul. 21, 1868.

Fig. 1.

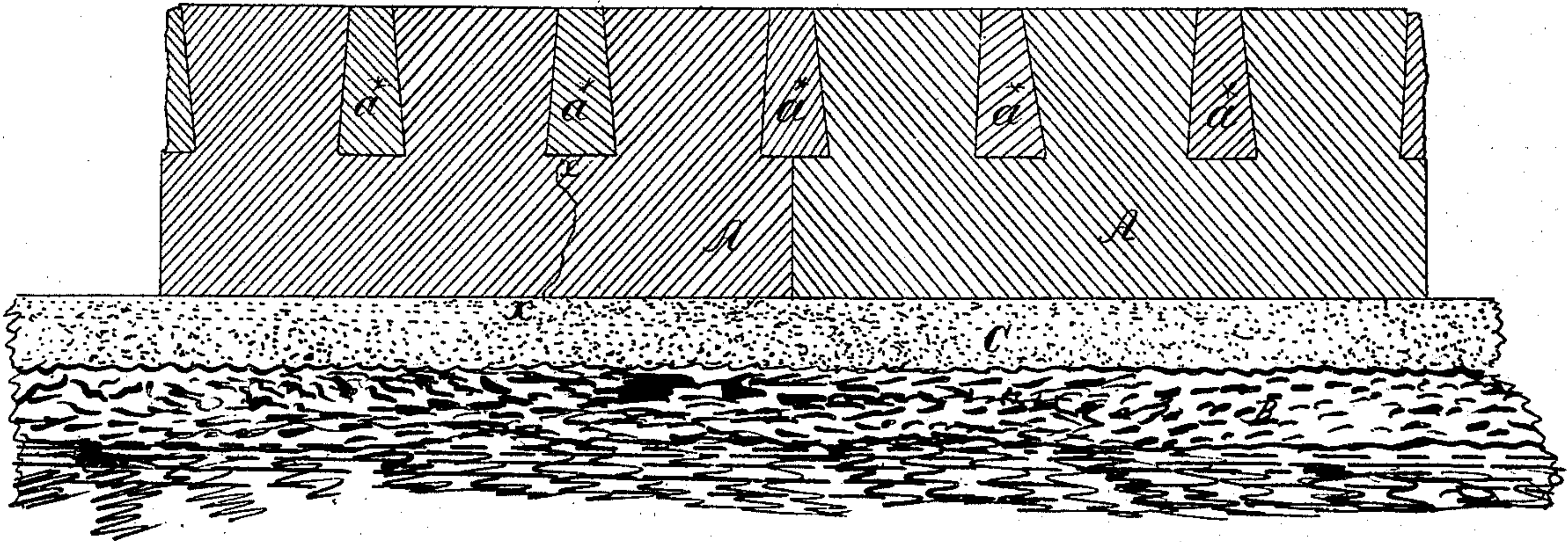
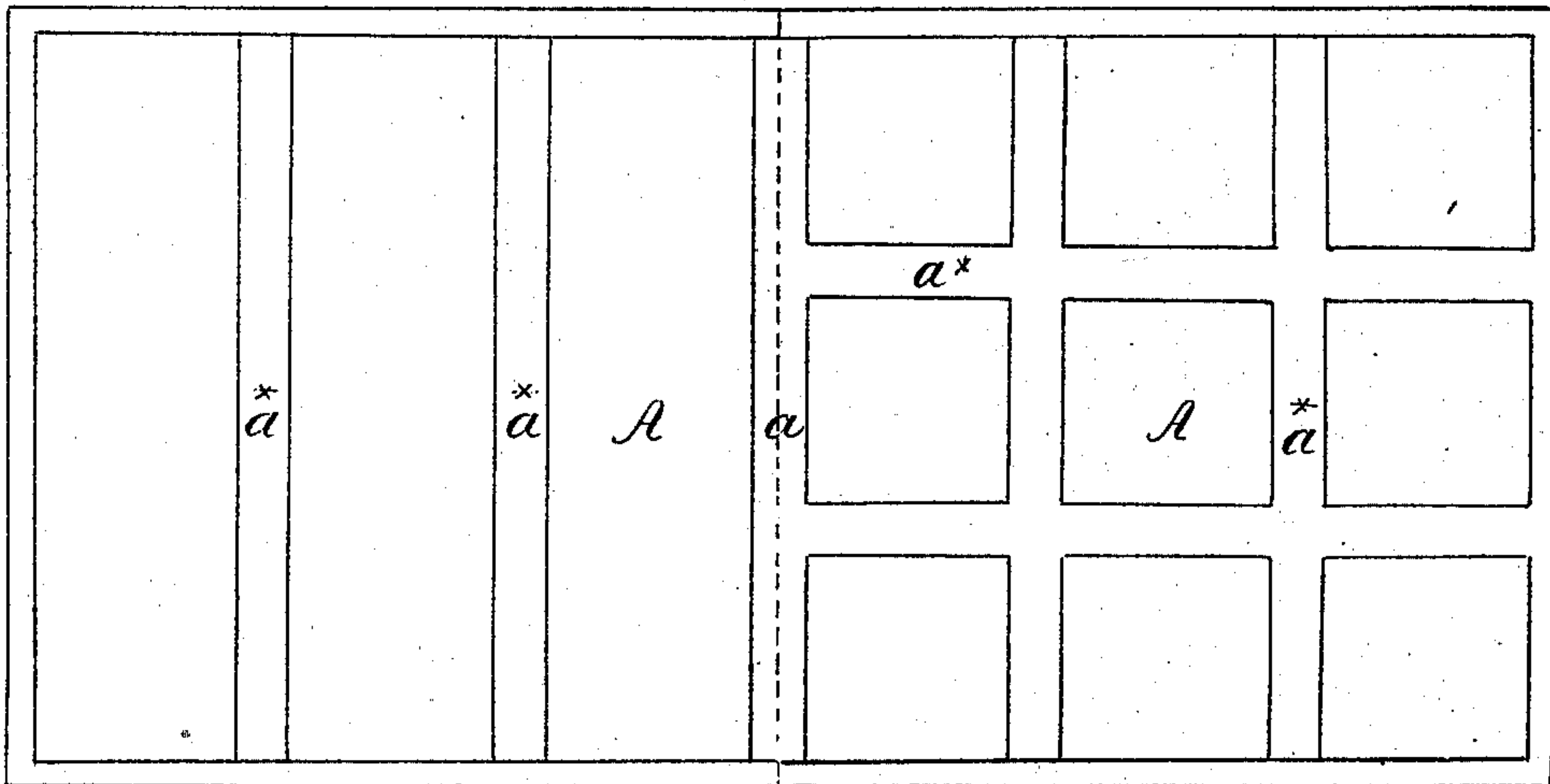


Fig. 2.



Witnesses;
Gustav Berg
Alfred H. Reilly

Inventor;
C. Williams, per
Wm. S. Woodward, Atty

United States Patent Office.

C. WILLIAMS, OF NEW YORK, N. Y.

Letters Patent No. 80,261, dated July 21, 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, C. WILLIAMS, of 95 Liberty street, New York, in the county and State of New York, have invented a new and useful Improvement in Pavement; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawing, forming part of this specification, in which drawing—

Figure 1 represents a longitudinal vertical section of this invention.

Figure 2 is a plan or top view of the same.

Similar letters indicate corresponding parts.

This invention consists in the arrangement of wedge-shaped keys in combination with pavement-blocks of wood or other material, in such a manner that by said wedge-shaped keys, the blocks or parts of blocks, (in case one of the blocks should split,) are effectually retained in position, and prevented from rising up or settling down.

It consists also in the arrangement of an elastic or yielding bed, in combination with the rigid sub-bed of asphaltum or other concrete, and with the pavement-blocks, in such a manner that by said elastic bed, the noise and the trembling motion produced by heavy vehicles passing over the pavement, are deadened and obviated, the blocks are prevented from settling individually or in groups, and a strong and durable pavement is produced.

A represents a pavement-block, which by preference is made of wood, but which may be made of any other suitable material. This block is provided with L-shaped rebates, extending all round on its edges, and down to about the middle of its depth, (more or less,) so that when two blocks are placed together, inverted wedge-shaped grooves are formed to receive the wedge-shaped keys *a*. These keys are by preference produced of asphaltum or other cement, which can be melted and poured into the grooves after the blocks have been adjusted, or they may be made of wood or other suitable material. I make the keys wedge-shaped, as shown, so that the same effectually prevent the blocks from rising or from settling, for if it is attempted to raise a block, the key opposes the motion, and the same if it is attempted to depress a block, and before the keys have been crushed or split or removed, the blocks cannot be displaced up or down. I also produce transverse and longitudinal (either or both) grooves in the faces or upper surfaces of the blocks, and these grooves are made of an inverted wedge-shape, and of a depth equal to the wedge-shaped rebates on the edges.

These wedge-shaped grooves are intended to receive keys *a** of cement, or other suitable material, and they serve not only to give a firm hold to the horses' feet, but they also retain the pieces of a block in case the same should split, and prevent said pieces from settling down or from rising. If one of the blocks should split for instance in the line *x x*, fig. 1, neither of the parts could rise or settle without splitting the wedge-shaped key.

In putting down my pavement, I make an excavation, of the proper depth, and then I prepare a sub-bed, B, of gravel and asphaltum, or other concrete, and on this sub-bed I place a bed, C, of sand.

After this bed has been rolled to a uniform thickness, I put down the blocks with close joints, and if desired, said blocks may be connected by keys, as previously described.

By these means a pavement is obtained, which is capable of resisting the influence of rain or of changes in the temperature, the blocks are not liable to become displaced either singly or in groups, and the noise and trembling motion generally produced by heavy vehicles passing over the pavement are deadened by the elastic bed, and thereby my pavement is rendered more durable and more convenient than a pavement in which the blocks are put down directly upon a rigid bed.

I do not in this application claim broadly the arrangement of keys between adjoining blocks; but

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

1. The inverted wedge-shaped keys *a* or *a**, in combination with the blocks A, substantially as and for the purpose described.

2. The intermediate elastic bed C, in combination with the "sub-bed" B, and the blocks A, substantially as and for the purpose set forth.

C. WILLIAMS.

Witnesses:

W. HAUFF,

GUSTAV BERG.