A. Miller.

Wood Pavement.

No. 91,861. Patented Jun. 29, 1869.

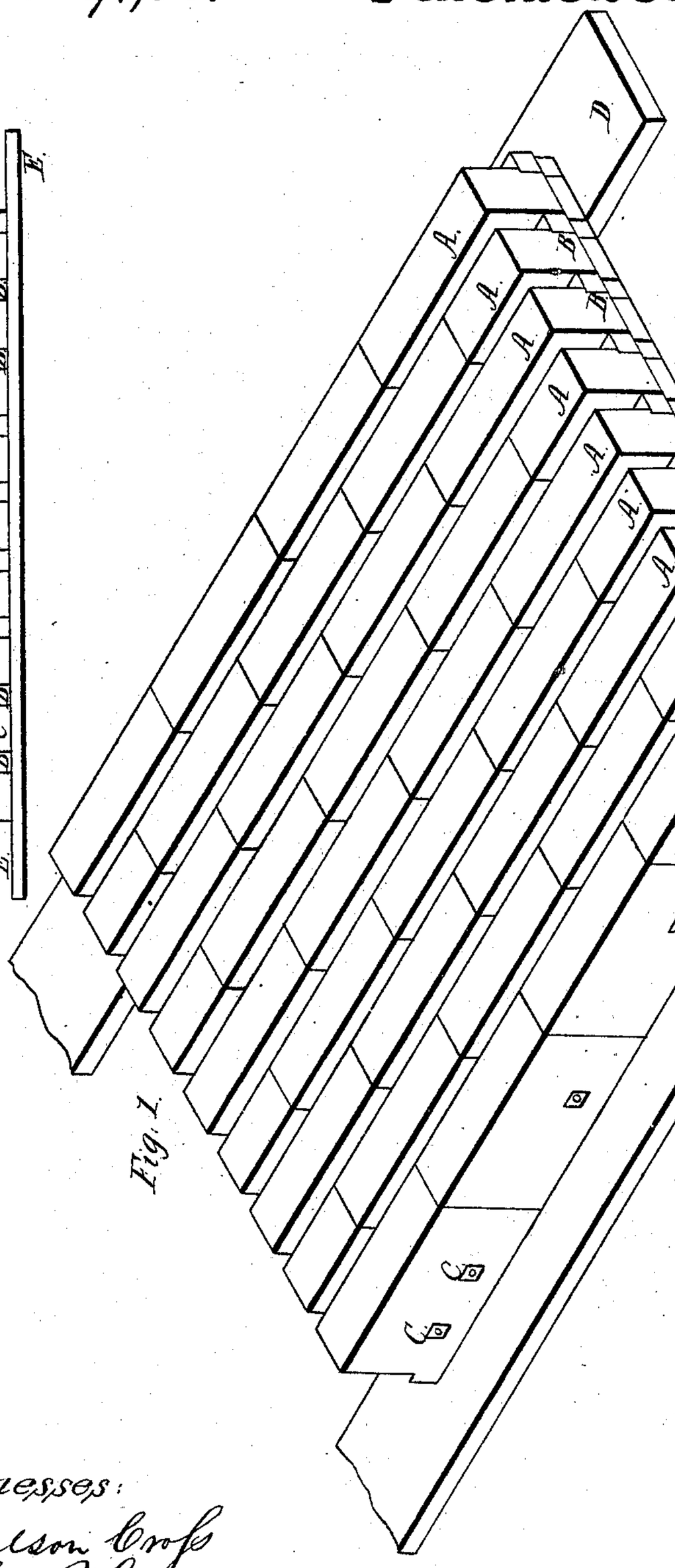

Fig. 1.

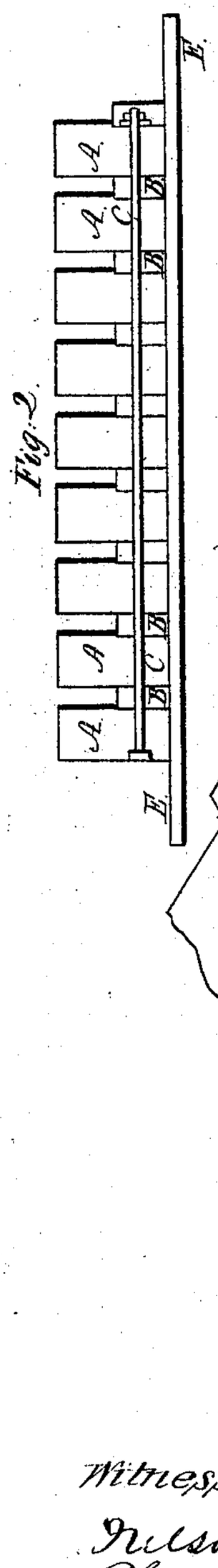

Fig. 2.

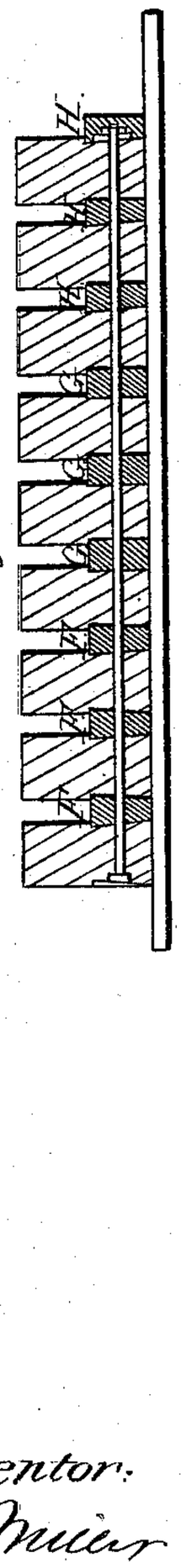

Fig. 3.

Witnesses:

Nelson Cross

Chas. B. Rice

Inventor:

Alexander Miller

United States Patent Office.

ALEXANDER MILLER, OF CHICAGO, ILLINOIS.

Letters Patent No. 91,861, *dated June* 29, 1869.

IMPROVED WOOD 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, ALEXANDER MILLER, of Chicago, in the county of Cook, in the State of Illinois, have invented a new and improved Sectional "Wood Pavement;" and I do hereby declare that the following is a full and exact description thereof, reference being had to the accompanying drawings, and to the letters of reference marked thereon.

The objections to the different kinds of sectional "wood pavement" now in use are, the want of a sure foothold for horses, and the liability of the individual sections to be driven apart at the places of uniting. These objections are overcome by my invention.

Figure 1 is an isometrical drawing of a single section of my "pavement," as constructed and put down.

A A A A are the blocks which form the main structure and surface-bearings.

These blocks may be of any convenient dimensions. I would recommend that they should be six inches in vertical height, with a top surface of three inches between the linear filling.

Parting-strips, D D D D, of the requisite thickness, are inserted between each series of blocks, so as to extend from the base upward to any required distance, and being flush with the united series of blocks at the two extremes.

The sections may be of any suitable and convenient size, say three feet by four feet, the blocks being placed in such manner as to break joints upon the opposite sides of the parting-strips.

Iron bolts C C C C are then passed through both the blocks and the parting-strips, from one side to the other, or opposite side of the sections. The heads of these bolts are let into a countersink, and the fastenings at the opposite end are by nut and screw, over the projection of which a parting-strip is nailed or secured, which forms the space at the uniting of the sections. (See figs. 2 and 3.)

It will be observed that the arrangement is such that every individual block is held by at least one bolt.

One end of the section thus formed is cut away at the bottom upwards, a distance of from one to two inches, and the same in depth; and a cut is made at the opposite end downwards, equal to the space which remains uncut at the companion-end, so that the sections, when brought together, match or fit into each other.

A strip of board, or partial floor, D D, is laid transversely with the street, so as to form rests to the sections at their side meeting, thus preventing their settling out of place.

E E, in fig. 2, shows like strips laid parallel with the street, either of which plan may be adopted.

Figure 3 illustrates the different forms and modes of inserting the parting-strips.

F F F show bevel-cuts upon the lower sides of the blocks, and bevelled parting-strips fitting into them.

G G G show rectangular cuts and strips at the same point.

H H H show one straight and one bevelled cut upon opposite sides, with a correspondingly-shaped strip fitting into them.

Figure 2 shows a rectangular cut upon one side, without any cut upon the opposite side, with parting-strips forming a shoulder-bearing at the point of the cut. The object is to form a shoulder-rest to the blocks upon the parting-strips, and thus prevent their being driven or pitched downward in such manner as to disturb the even surface of the pavement; either of which modes above described will effect the object.

The interstices or grooves formed by the parting-strips are to be filled in with concrete or other substance, in the manner well known to mechanics, and now in common use. It is apparent that this pavement can be fitted and laid to any required curve or form of surface by properly shaping the blocks.

I do not claim the blocks, parting-strips, bolts, partial floor or concrete filling, separately or individually considered; but

What I claim as my invention, is—

The combination of all these, in manner and form as hereinbefore specified, and for the purpose indicated.

ALEXANDER MILLER.

Witnesses:

NELSON CROSS,

CHAS. B. RICE.