

W.O. Robbins Wood Pavement.

N^o 93837

Fig. 3. Patented Aug. 17. 1869.

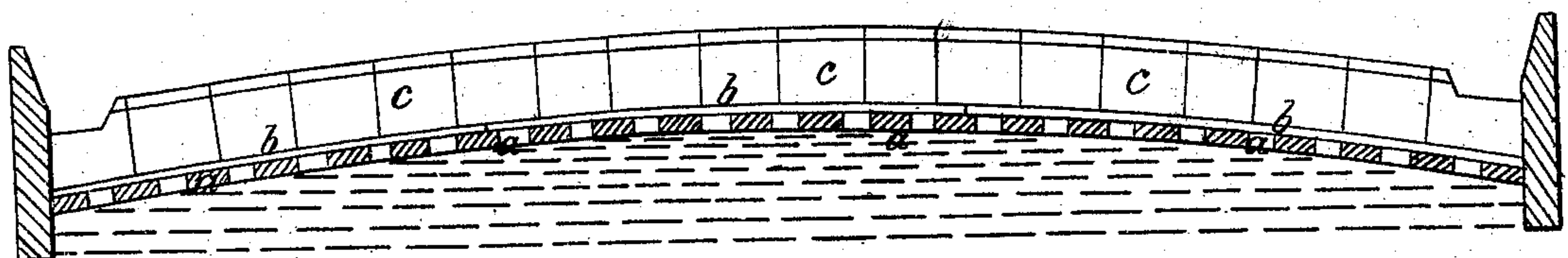


Fig. 1.

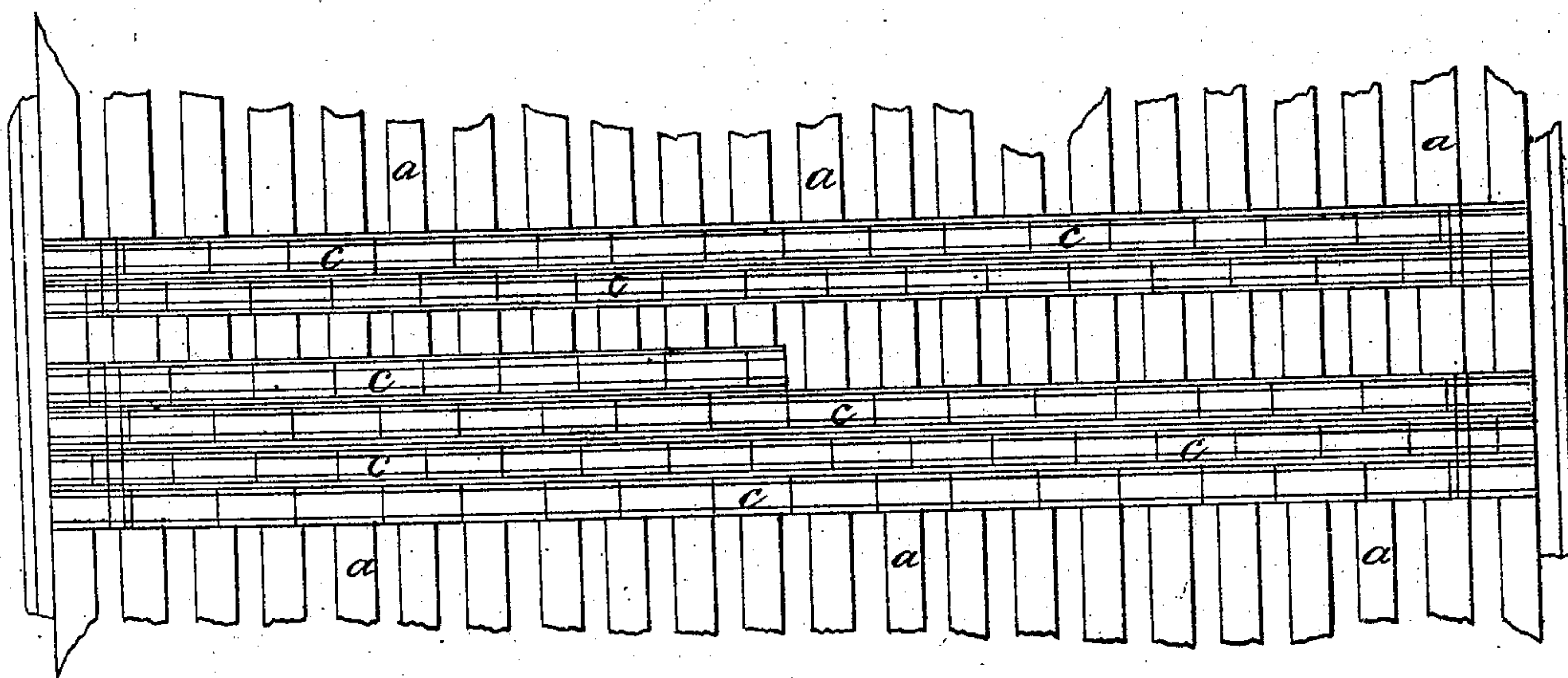


Fig. 2.

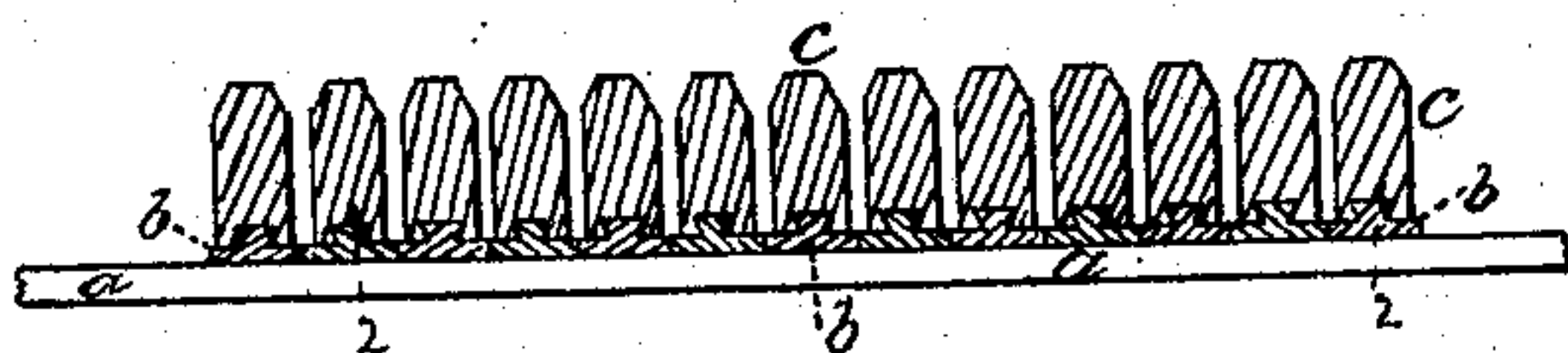
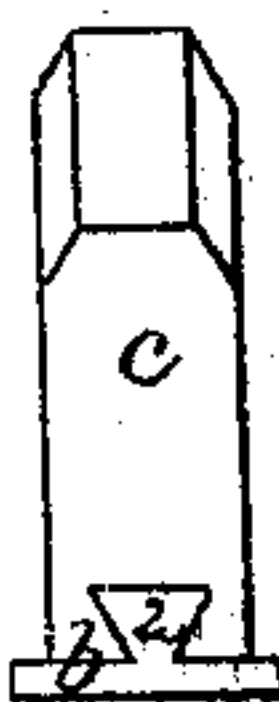


Fig. 4.



Witnesses.

Geo. D. Walber

Geo. T. Pinckney

Inventor.

W. O. Robbins

United States Patent Office.

WILLIAM O. ROBBINS, OF NEW YORK, N. Y., ASSIGNOR TO HIMSELF AND CHARLES W. STAFFORD, OF SAME PLACE.

Letters Patent No. 93,837, dated August 17, 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, WILLIAM O. ROBBINS, of the city and State of New York, have invented and made a certain new and useful Improvement in Wooden Pavements; and I do hereby declare the following to be a full, clear, and exact description of the nature of the said invention, reference being had to the annexed drawing, making part of this specification, wherein—

Figure 1 is a plan of the pavement, showing, also, portions of the foundation-sleepers.

Figure 2 is a section, longitudinally, of the street, and

Figure 3 is a section, transversely, of the street.

Figure 4 is an end view of a section of blocks.

Similar marks of reference denote the same parts.

Heretofore wooden blocks have been laid together in ranges across the street, said ranges resting on planks, and kept apart by intervening strips, nailed near the bottom of the groove that is formed between these ranges, and over which strips the groove has been filled with gravel and asphaltum, or similar material. In practice, it is frequently found that these intervening strips work up to the surface, leaving a space below for water, and the blocks become loose at their bases.

The nature of my said invention consists in a dovetailed flanged base to the wooden blocks, connecting several together to form a section, and keeping the ranges of blocks apart at their bases, so as to leave the necessary intervening grooves; and said sections are supported upon longitudinal sleepers or sills, so that moisture may pass freely away into the earth below the pavement.

By this device, the blocks composing each section are held firmly to the dovetailed flanged base, the separate sections are kept at the proper distance apart, and the sections are kept from sinking, one below the other, by the longitudinal sills or sleepers.

In the drawing—

a a represent sills or sleepers, laid longitudinally of the roadway, at suitable distances apart, and of a size, sectionally, such as may be necessary for the required strength.

b b are the flanged dovetailed base-timbers, made of a suitable length, either to pass entirely across the roadway, or a portion of the same; and I prefer that these base-timbers *b* be worked out in the curved form necessary to accommodate the curvature or camber of the street, transversely of the same; and upon the upper surface of *b* there is a dovetailed rib, 2, formed.

The bottoms of the blocks *c* are grooved with a dovetailed groove, to fit the rib 2, and these blocks *c* are forced upon said rib 2, so as to form a section of pavement of the desired length.

These sections of pavement rest upon the sills or sleepers *a*, and the timbers *b*, extending beyond the sides of the blocks *c*, form flanges to the same at the base that keep one range of blocks at the desired distance from the next, to leave the groove required for giving a foothold for horses, or receiving any desired character of filling.

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

The dovetailed flanged base, receiving the paving-blocks, and forming a section that is supported by the sills or sleepers *a*, and kept apart, the one section from the other, by the flanged base, as and for the purposes set forth.

In witness whereof, I have hereunto set my signature, this 27th day of April, A. D. 1869.

WM. O. ROBBINS.

Witnesses:

GEO. D. WALKER,
GEO. T. PINCKNEY.