

HERMAN HAUPT.

WOOD PAVEMENT.

103328

PATENTED MAY 24 1870

FIG. 1.

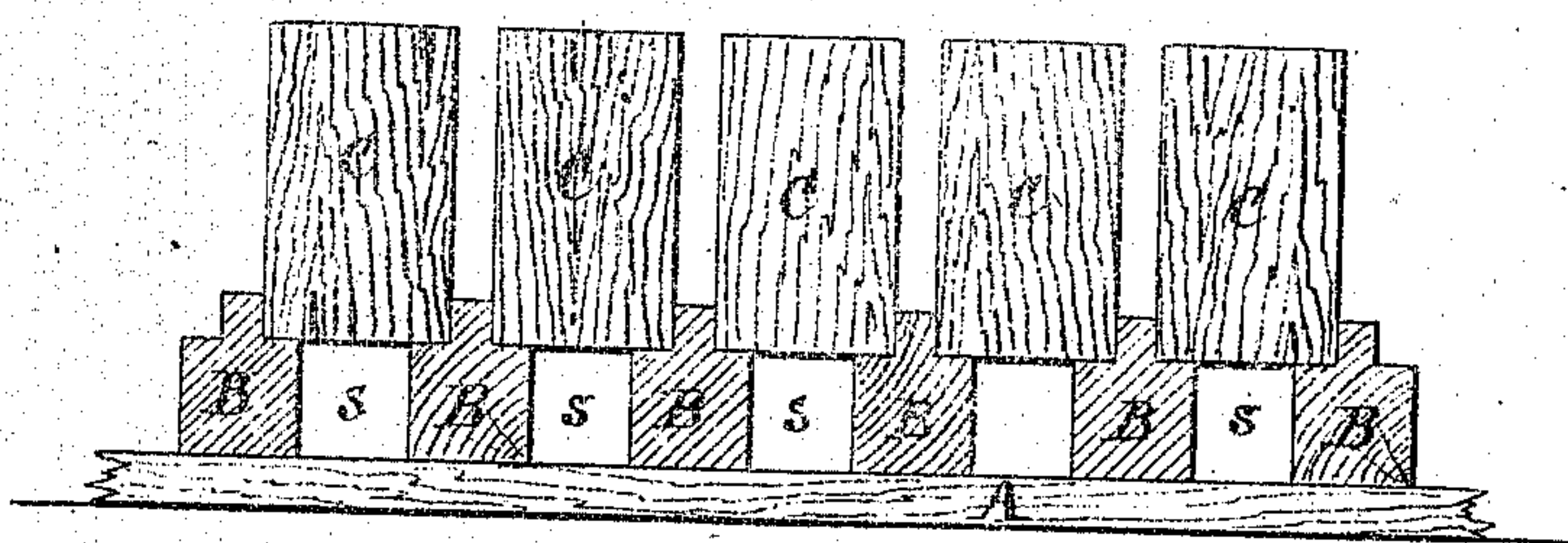
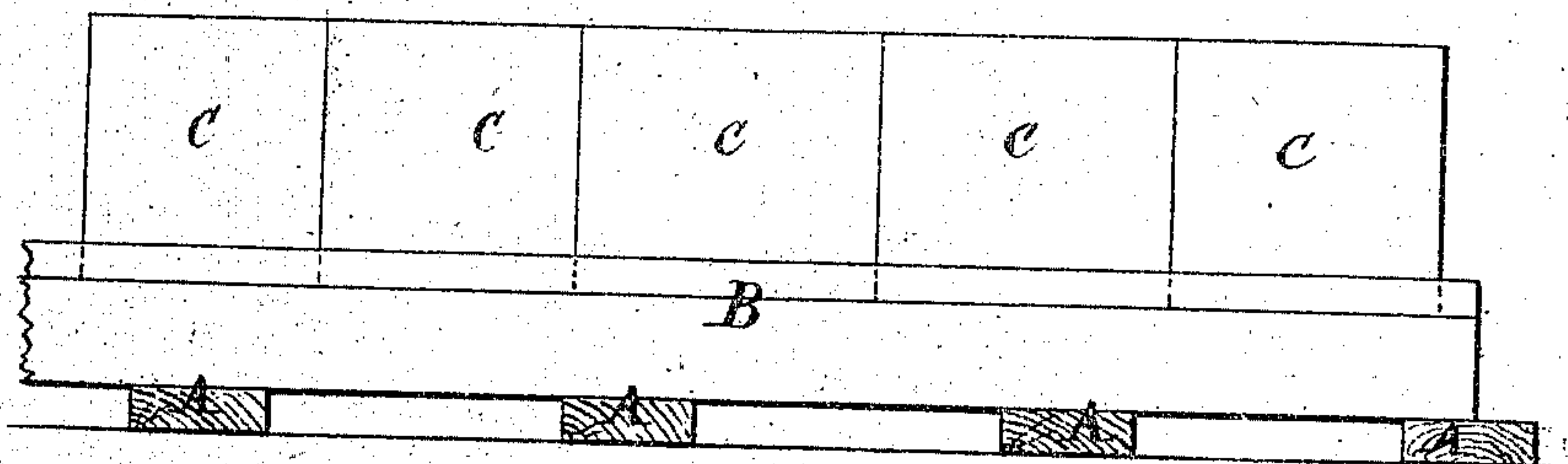


FIG. 2.



Herman Haupt
by his attorney
A. Pollak

WITNESSES.

W. B. Riley
J. H. McFarlane

United States Patent Office.

HERMAN HAUPT, OF PHILADELPHIA, PENNSYLVANIA.

Letters Patent No. 103,328, dated May 24, 1870.

IMPROVEMENT IN WOOD-PAVEMENT.

The Schedule referred to in these Letters Patent and making part of the same.

To whom it may concern:

Be it known that I, HERMAN HAUPT, of the city and county of Philadelphia and State of Pennsylvania, have invented a new, useful, and improved Wooden Pavement for Streets; and that the following is a full, clear, and exact description of the construction and operation of the same, reference being had to the accompanying drawing and to the letters of reference marked thereon.

Figure 1 is a transverse section.

Figure 2 is a longitudinal section.

A A A, strips of plank, laid longitudinally.

B B B, transverse beams, with shoulders and tongues to support and separate the paving-blocks.

C C C, blocks which form roadway.

S S S, openings which allow water to escape.

Construction.

Pieces of plank or joists, A, are placed longitudinally on the graded surface of the road-bed to afford support to the superstructure.

On these joists transverse beams, B, are placed, which may have shoulders to support the blocks that form the roadway, and tongues or projections for the double purpose of separating the blocks and of increasing the depth and stiffness of the beams, which tongues may be formed either by cutting down the shoulders on the beam B, or by a second piece firmly secured on top, or by a piece attached to each side.

The spaces between the paving-blocks are filled in any manner that may be preferred, either by wood, or by sand, gravel, or other material.

The tongue projecting from the transverse beam is

not essential, although it is preferred. If the tongue is omitted, the spaces between the paving-blocks may be regulated by a movable strip.

The advantages claimed for this mode of construction are that, by the combination of the transverse and longitudinal timbers, the pressure is distributed over an extended surface, that it is much easier and less expensive to cut shoulders upon the long transverse strips B than upon the upon the short paving-blocks C, and that the transverse beams B can, by this arrangement, be made as deep as necessary, to give any desired stiffness to the roadway.

If water should percolate through the roadway, it will flow off through the drains S.

Having described my invention,

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

A wood pavement, composed of three elements in combination, viz., first, longitudinal timbers or planks placed on the graded surface of the road-bed, as described; second, transverse beams, constructed substantially as herein shown and described, and placed upon said longitudinal timbers or planks, as set forth; third, paving-blocks, supported by the said beams, substantially as herein shown and described.

In testimony whereof I have signed my name to this specification before two subscribing witnesses

HERMAN HAUPT.

Witnesses:

SAML. A. DUNCAN,
EDM. F. BROWN.