

H. Dawson,

Wood Pavement.

No. 105,658.

Patented July 26. 1870.

Fig. 1.

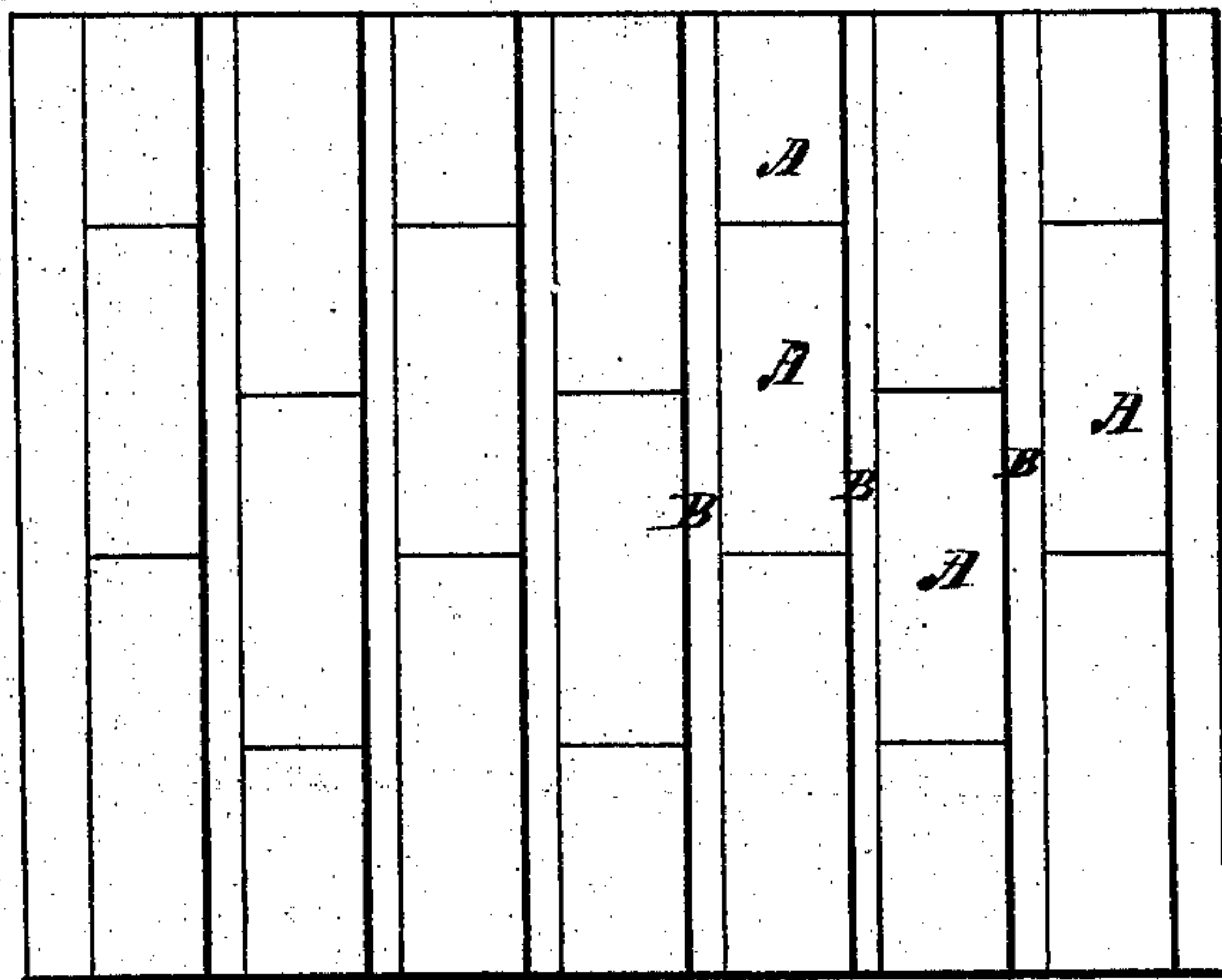
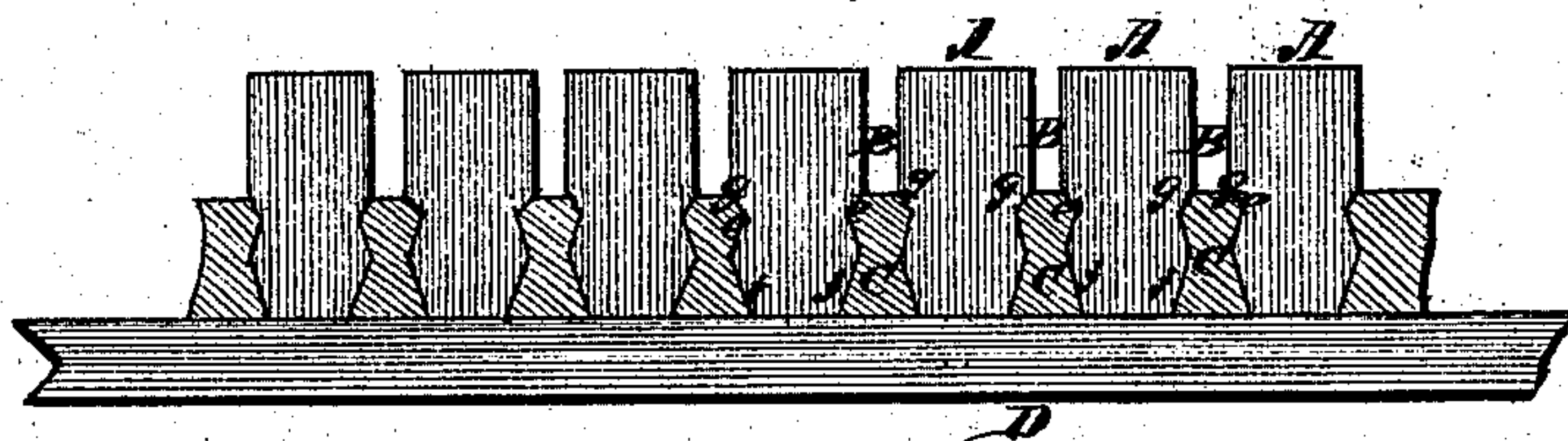


Fig. 2.



Witnesses:

John. Bremer.
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United States Patent Office.

HENRY DOWSON, OF SPRINGFIELD, ILLINOIS.

Letters Patent No. 105,658, dated July 26, 1870.

IMPROVEMENT IN 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, HENRY DOWSON, of Springfield, in the county of Sangamon and State of Illinois, have invented a new and useful Improvement in Wood Pavements; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification.

This invention relates to a new and useful improvement in wood street pavements, whereby they are made more durable than such pavements have hitherto been; and

It consists in so forming the lower portion of the blocks that double dovetail spaces are left between the blocks, in which spaces double dovetail strips or pieces are inserted, as will be hereinafter more fully described.

In the accompanying drawing—

Figure 1 is a top view of a section of wood pavement constructed according to my invention.

Figure 2 is a vertical section of the pavement on the line of the roadway.

Similar letters of reference indicate corresponding parts.

A represents the blocks which form the roadway, laid in tiers or courses across the road, in the ordinary manner, with spaces B between the courses, which are filled with gravel or concrete, as usual. The sides of the blocks are cut as seen in fig. 2. Each side is double beveled, so that, when they are placed as seen in the drawing, double dovetail spaces are left between the courses.

C represents pieces of wood, which are made to fit the double dovetail spaces, as seen in the drawing.

The blocks and the pieces C rest on the ordinary board floor D of the pavement, if desired; but as the blocks are, by this arrangement firmly bound together, no one block being allowed to settle below the rest, the pavement may rest directly on the road-bed, without any flooring beneath. Each course of blocks, with the piece C, forms a continuous arch from gutter to gutter.

By the lower dovetail the blocks will be crowded together, should the angles *e* of the pieces C be split off by the pressure on the blocks. The lower portions *f* of the blocks will then act as wedges, so that the inclined shoulders *g* of the blocks are not depended upon to keep the blocks in place and from settling, but their inclined shoulders will have the same effect to crowd the blocks together as the lower portions *f*. By this arrangement a double protection is afforded against the settling of the blocks, except as they settle together.

A pavement constructed in this manner, it will be observed, requires no nails or fastenings of any kind. The pavement is self-fastening, and grows firmer as it is used.

Having thus described my invention,

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

The blocks A and strips C, correspondingly inclined upon their side faces, and relatively arranged for the purpose specified.

The above specification of my invention signed by me this 22d day of April, 1870.

HENRY DOWSON.

Witnesses:

T. C. MATHER,
C. P. KIDD.