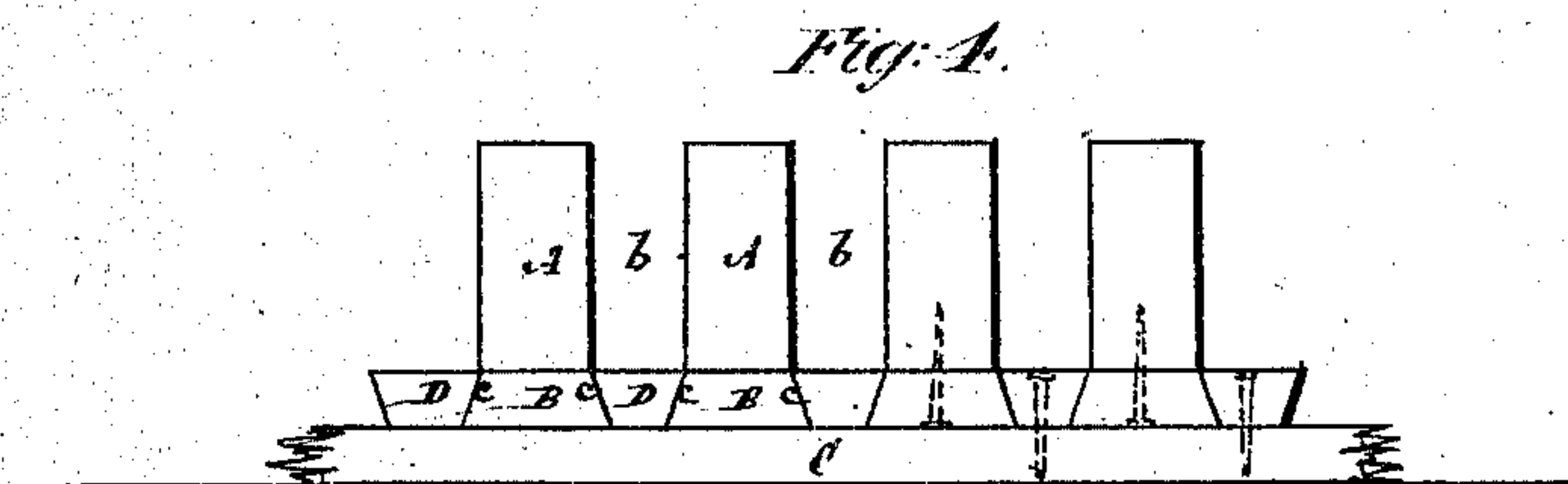
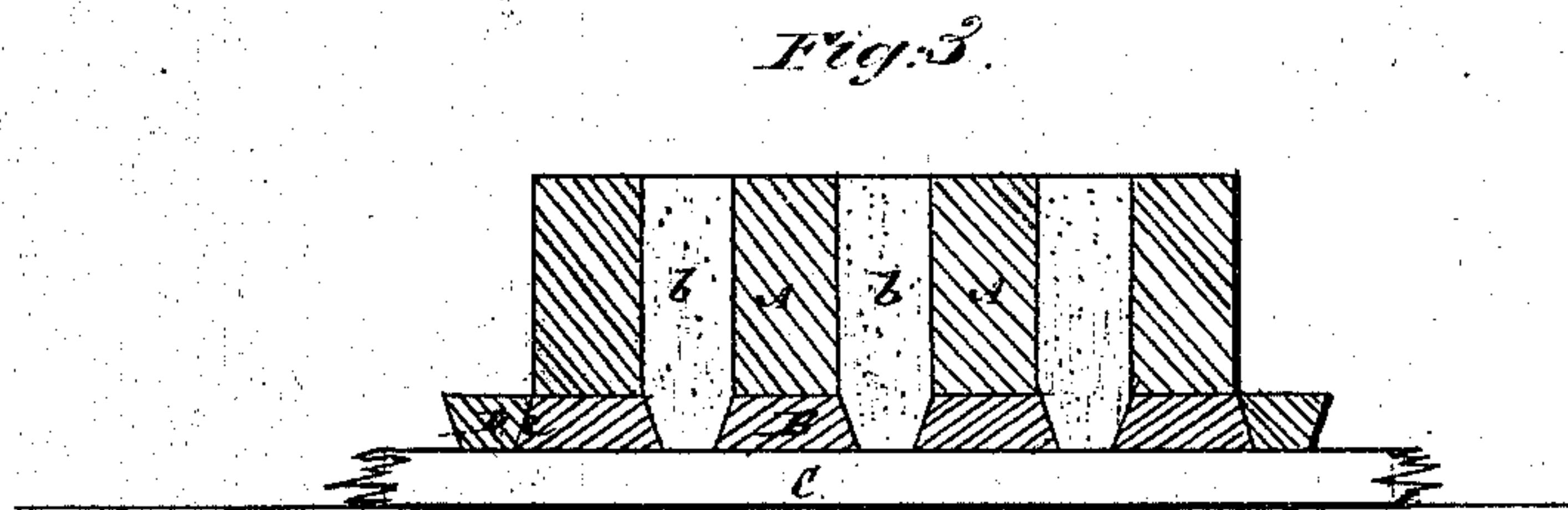
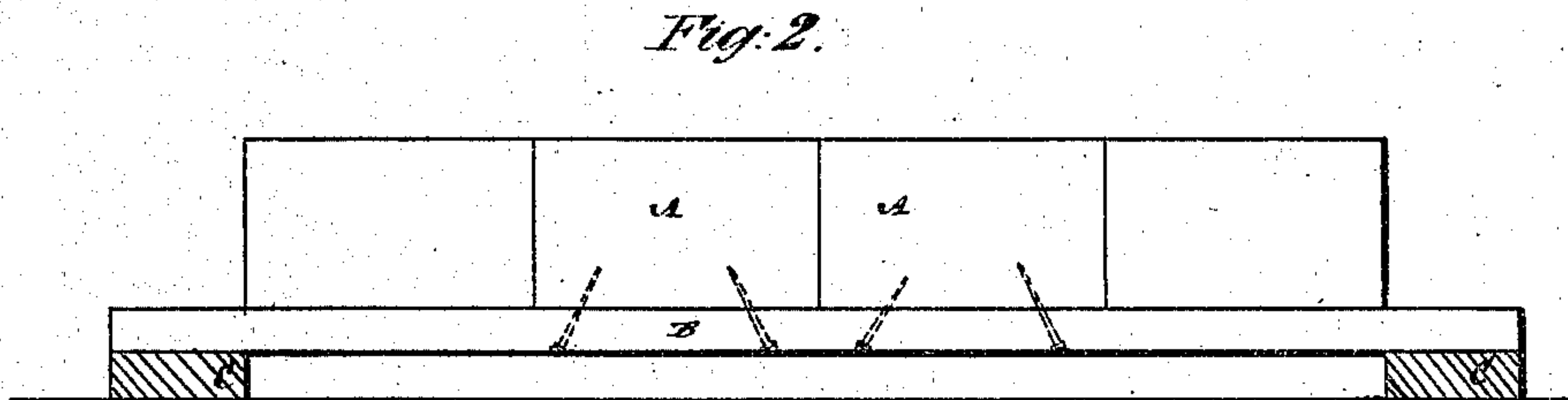
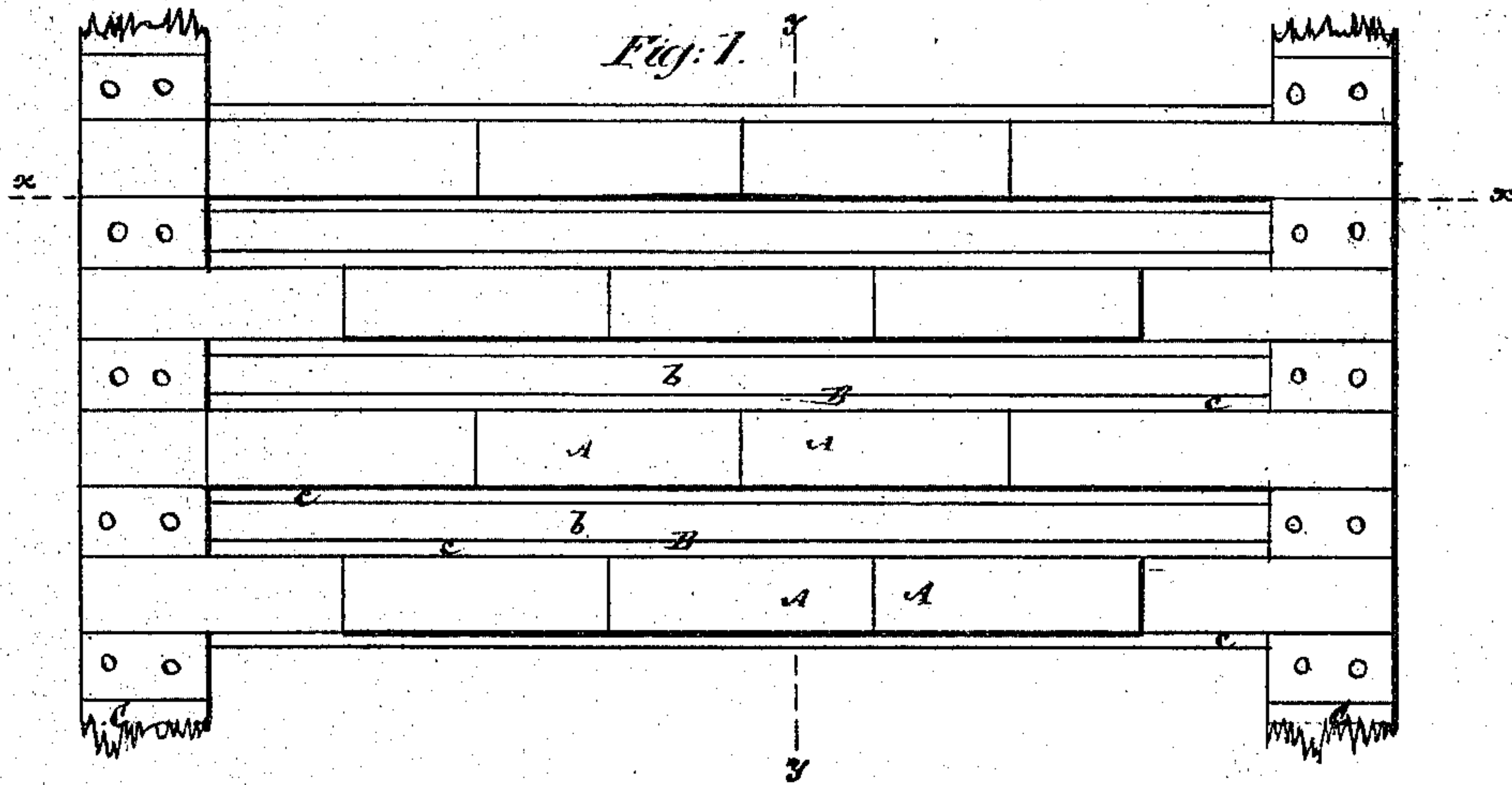


D. McKENZIE.
Wood Pavement.

No. 105,707.

Patented July 26, 1870.



Witnesses:

Fred. Haymer
R. R. Rabeeu

Duncan McKenzie

United States Patent Office.

DUNCAN McKENZIE, OF BROOKLYN, NEW YORK.

Letters Patent No. 105,707, dated July 26, 1870.

IMPROVEMENT IN WOOD PAVEMENTS.

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, DUNCAN McKENZIE, of Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Pavements, of which the following is a full, clear, and exact description, reference being had to the accompanying drawing forming part of this specification, and in which—

Figure 1 represents a plan of a section of a pavement, constructed in accordance with my improvement.

Figure 2, a sectional elevation of the same, taken as indicated by the line *x x*, in fig. 1; and

Figure 3, a similar view, at right angles to fig. 2, taken as indicated by the line *y y*.

Figure 4 is an end view thereof.

Similar letters of reference indicate corresponding parts.

My invention consists in a certain combination of blocks, foundation planks, and locking-cleats, relatively to the sleepers on which the foundation planks that are united to the blocks rest, whereby a simple and durable open-work pavement is produced, having its bottom exposed to the moisture of the ground, to assist in the preservation of it, and great facility is afforded for taking up and laying down the pavement.

Referring to the accompanying drawing—

A A represent blocks, preferably of rectangular form, arranged in parallel rows, and consisting of any number of blocks in a row, said blocks resting on and being secured to foundation planks, B B, which run in the same direction as the rows, that is, crosswise of the street, and which lie at suitable distances apart, to form spaces, *b*, for the introduction of concrete or other filling between the rows of blocks and their foundation planks.

These planks rest on sleepers C C, and are secured thereto by bevel edged locking-cleats, D D, nailed to the sleepers, and arranged to overlap the edges, *c c*, of the planks.

In putting down the pavement the blocks A A are first nailed onto the planks B B from the under side of the latter. A plank, having a row of blocks thus secured to it, is then laid on the sleepers C C, with its one edge up against and in lock with the cleats D D, which lie on the same side as said edge. Other cleats D D are then applied to the opposite edge of the plank, and, after being suitably driven up against the latter, nailed to the sleepers. After this another plank, with its row of blocks, is driven up against the last set of cleats, and secured on its opposite edge by a further set of cleats, and so on in succession, the planks and cleats succeeding each other.

To take out a row of the blocks, with its foundation plate, it is only necessary to knock off the cleats on the one edge of the plank.

The road being graded up to the tops of the sleepers, the foundation planks are exposed to the moisture of the ground, which preserves them.

In a pavement constructed as described, too, the blocks carry their own foundation.

What is here claimed, and desired to be secured by Letters Patent, is—

The combination and arrangement of the blocks A A, and their foundation planks B, having beveling or overlapping edges as described, with the locking-cleats D D and sleepers C C, substantially as specified.

DUNCAN McKENZIE.

Witnesses:

FRED. HAYNES,
FRED. TUSCH.