

A. M. Adams,

Wood Pavement.

No. 106447.

Patented Aug. 16, 1870.

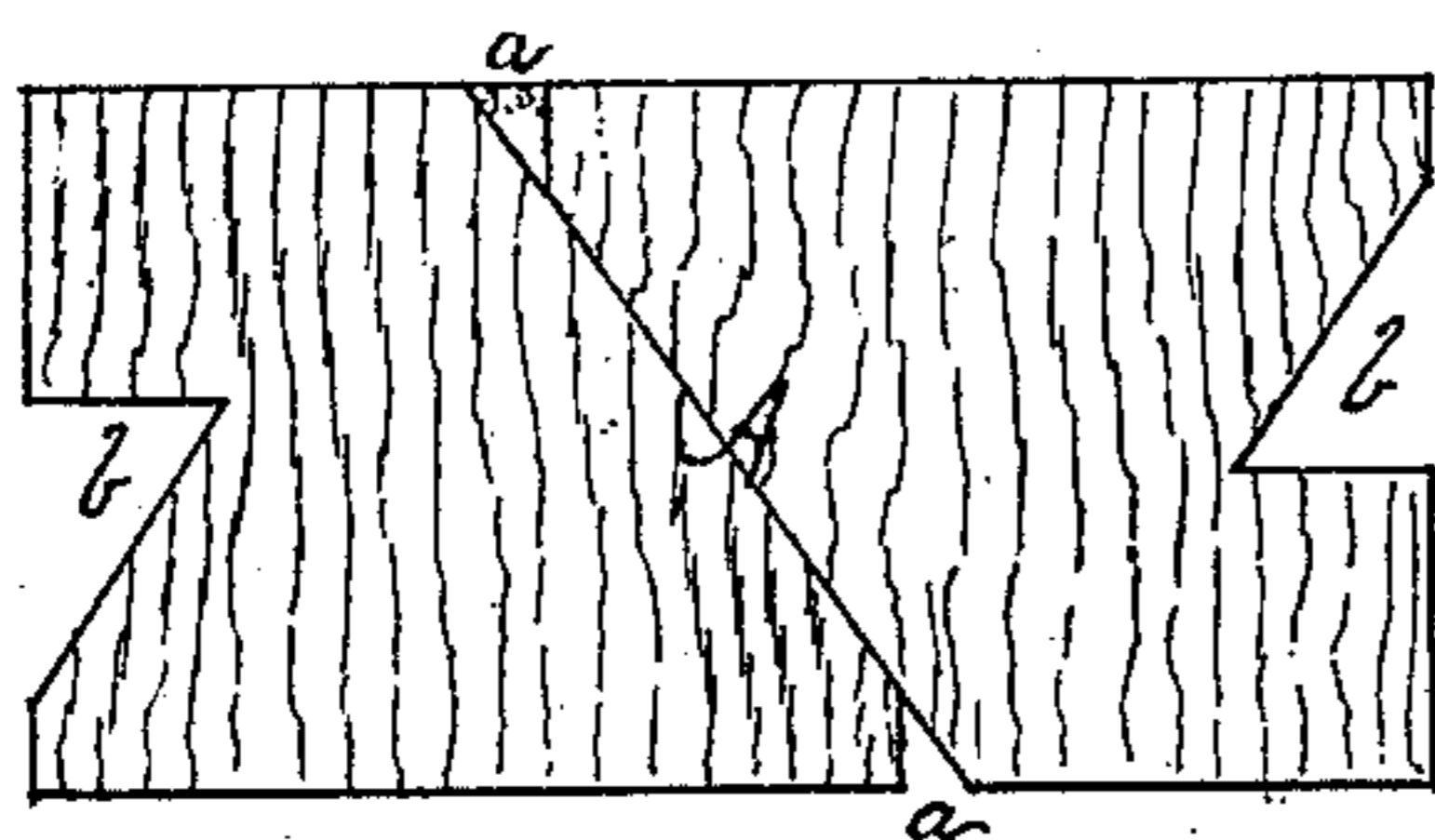


Fig. 1.

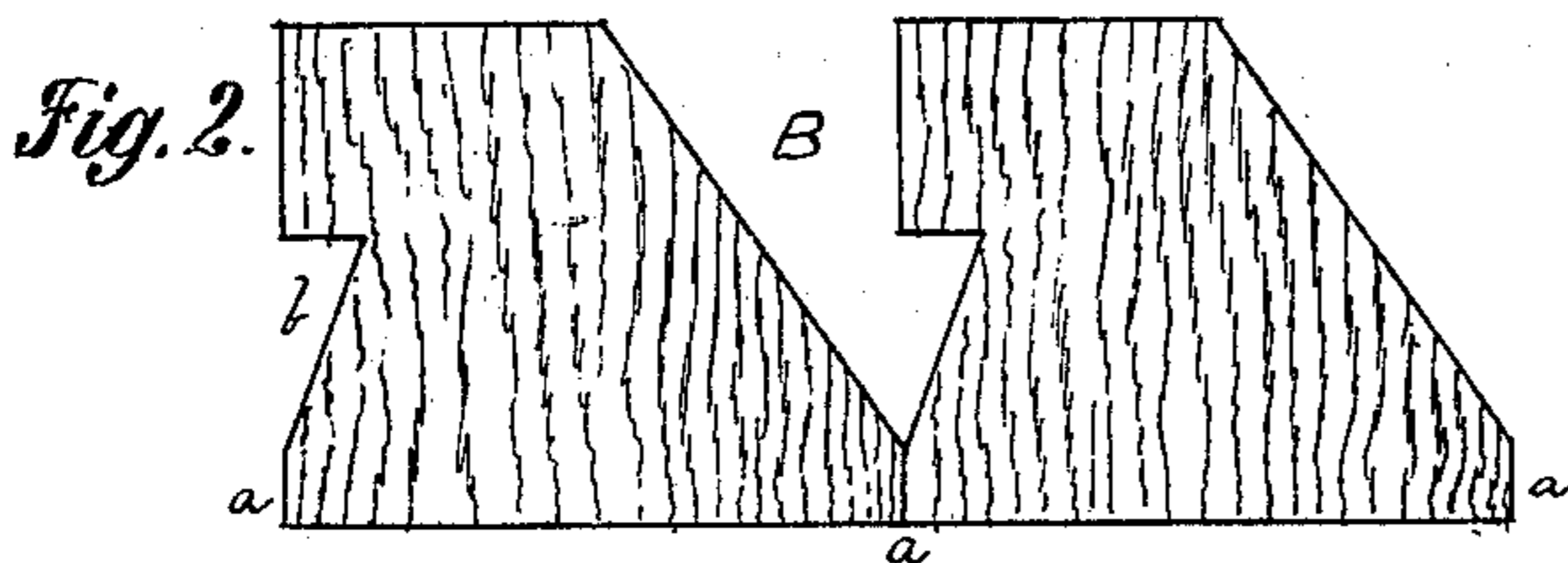


Fig. 2.

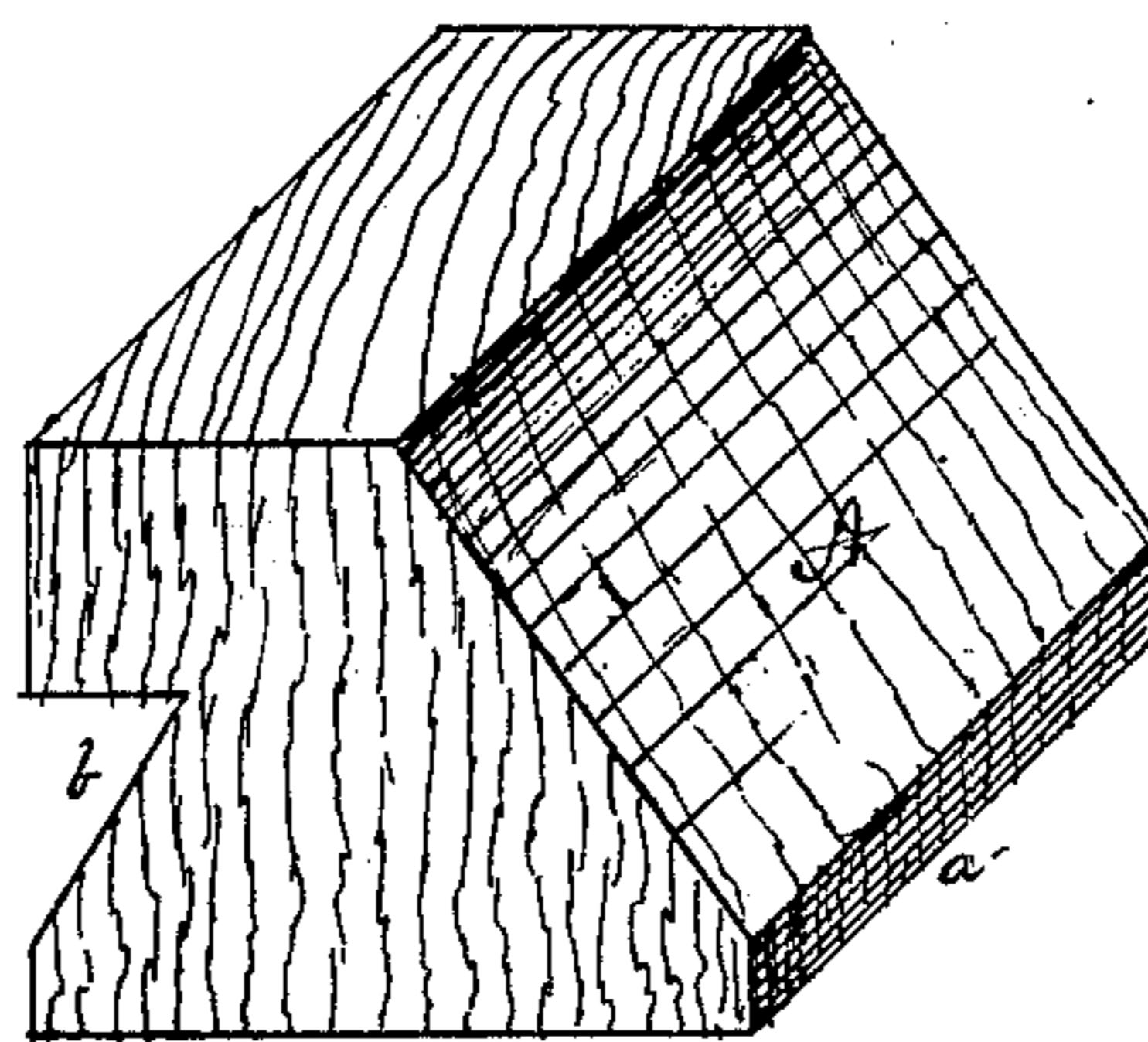


Fig. 3.

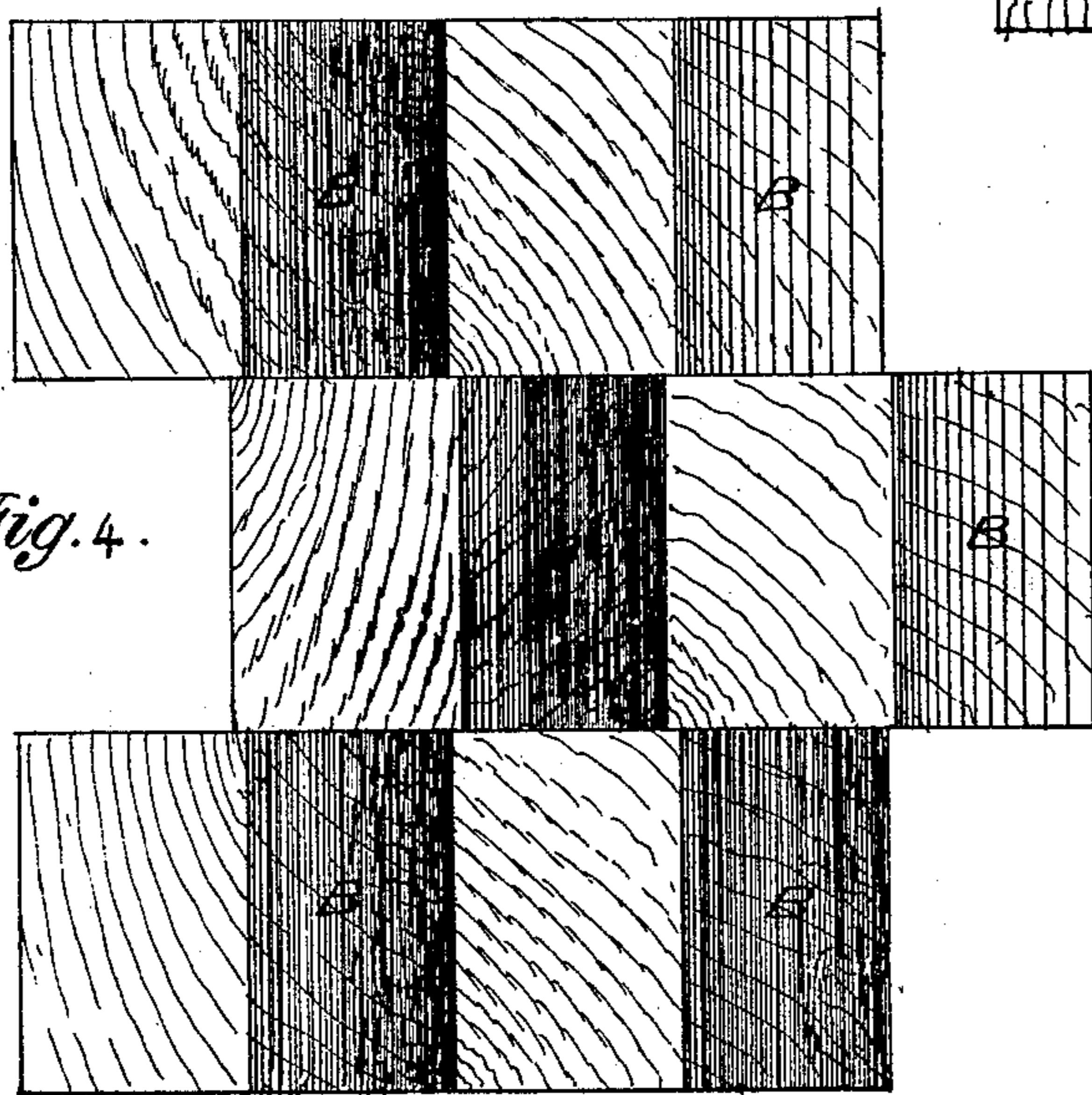


Fig. 4.

Witnesses:
Geo. A. Arto's
John W. M. Lee

Inventor:
Andy M. Adams
By Geo W. M. Lee
Attorney

United States Patent Office.

ANDY M. ADAMS, OF WASHINGTON, DISTRICT OF COLUMBIA.

Letters Patent No. 106,447, dated August 16, 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, ANDY M. ADAMS, of Washington, in the District of Columbia, have invented a new and improved Mode of Constructing Wooden Pavements; and I do hereby declare the following to be a full and exact description thereof, reference being had to the accompanying drawing and to the figures and letters marked thereon, in which—

Figure 1 represents a side view of the blocks, placed with their bevels together, showing the manner in which they are cut from the timber;

Figure 2 represents a side view of the blocks placed in position;

Figure 3 represents a perspective view of a single block; and

Figure 4 represents a plan or top view of the blocks as laid.

Similar letters of reference indicate corresponding parts.

I cut my blocks as follows:

I take a piece of lumber six inches thick, by ten and a half wide, and cut it into blocks of six inches in length, as represented by fig. 1.

I cut these blocks diagonally, as at A, so as to form two blocks of diagonal facings, as shown in figs. 2 and 3.

The lower portion of these diagonal facings I cut away, so as to form a plane or vertical surface at that point, as shown at a, and I cut an acute angular groove across the backs of the blocks, as shown at b.

The blocks, when thus cut, are six inches square at the base, and six by four at the top.

The manner in which I construct my pavement is as follows:

Having leveled the bed of the road, and laid a suitable foundation of concrete and well-tarred flooring, I lay my blocks upon this flooring, placing them in rows, running with the line of the street, in such manner that the vertical back of one block will face the diagonal front of the one behind it, as shown in fig. 2, so as to form, between the front and back of every two blocks, a pit, the upper portion of which forms an acute angle, while its lower portion, or base, forms a right angle, as seen at B, fig. 2.

Every alternate row of the blocks should be laid in such manner as to box up both ends of each and every one of the angular pits, as shown in fig. 4.

The pits B are filled with a suitable cement or concrete, well rammed down, so as to fill up the entire pit with a solid mass of the same, and the whole pavement covered with a coating of pitch, coal-tar, or any other suitable material.

The lower end of the beveled face of each block is made vertical, to brace the blocks together, and prevent them from mounting each other, and to prevent the concrete in the pits B being forced down under the blocks.

The peculiar formation of these pits forms the concrete therein into so many fluked wedges, which wedge, glue, and lock the blocks together, and thereby form an almost solid keyed arch, of great strength and durability.

The peculiar manner in which these angular pits are boxed up prevents their concrete filling from spreading; and it will be noticed that, by this arrangement of the blocks, each one of them is wedged and bound in by four different wedges of concrete, and each wedge of concrete by four different blocks, so that the more weight or pressure there is applied to the pavement, the more solid and compact it becomes, every shrinkage of the blocks being supplied by a downward movement of the filling. The effect of travel over this pavement is to constantly produce this downward movement of the concrete wedges, thereby wedging the pavement tighter and tighter with each day's use.

The pavement thus formed is impervious to water, and forms an excellent and sure foothold for horses.

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

A pavement, consisting of blocks provided with the diagonal facings A, vertical fronts a, and angular grooves b cut in the vertical side, as shown, arranged in succession, so as to form the fluked wedge-shaped cement-pits B, in the manner and for purpose herein set forth and described.

In testimony that I claim the foregoing improved mode of constructing wooden pavements, I have hereto set my hand this 25th day of July, 1870.

ANDY M. ADAMS.

Witnesses:

GEO. W. MCGILL,
JOHN W. MCGILL.