

M. Fitzgibbons,
Wood Pavements,
No 107,352, *Patented Sept. 13, 1870.*

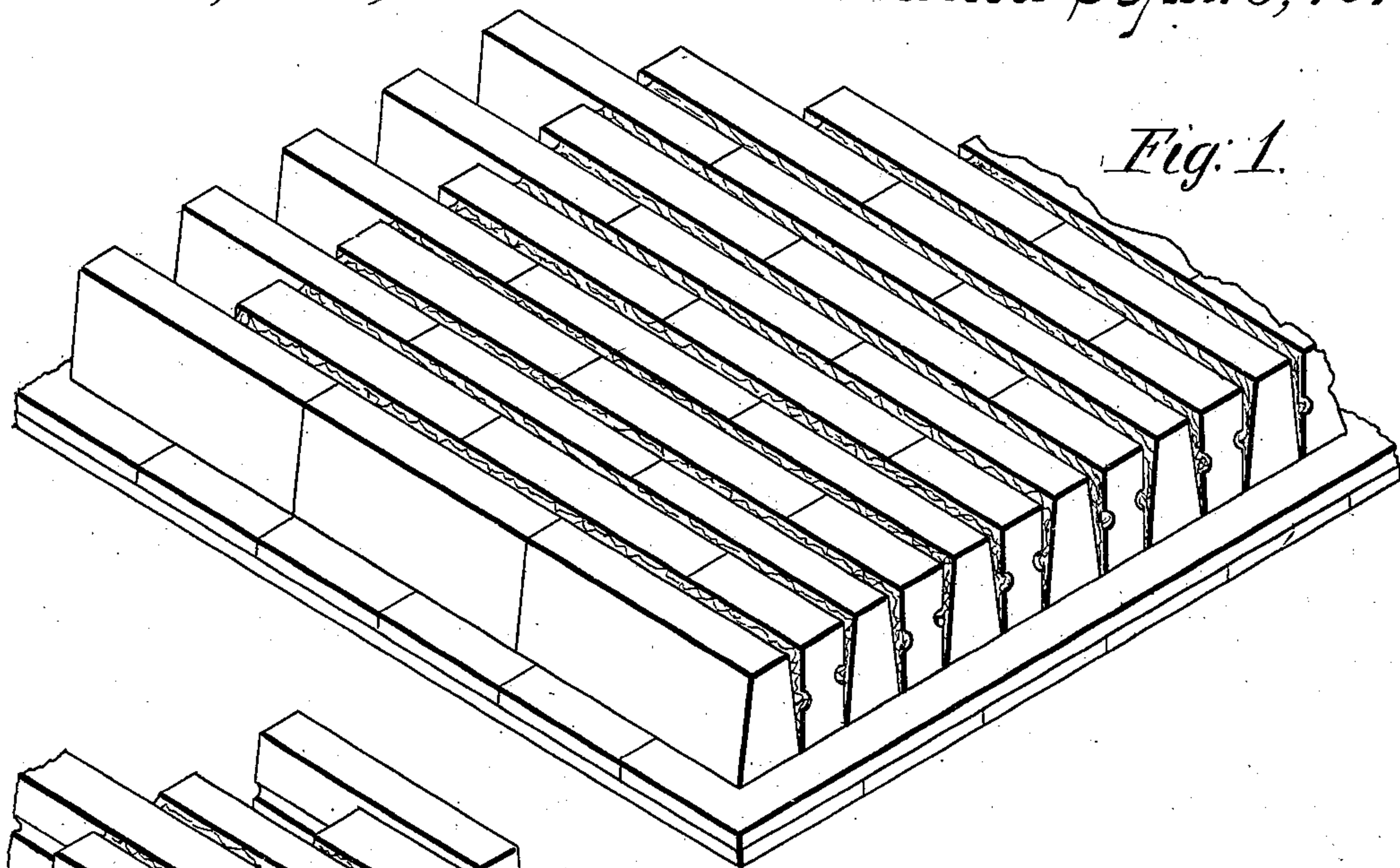


Fig. 1.

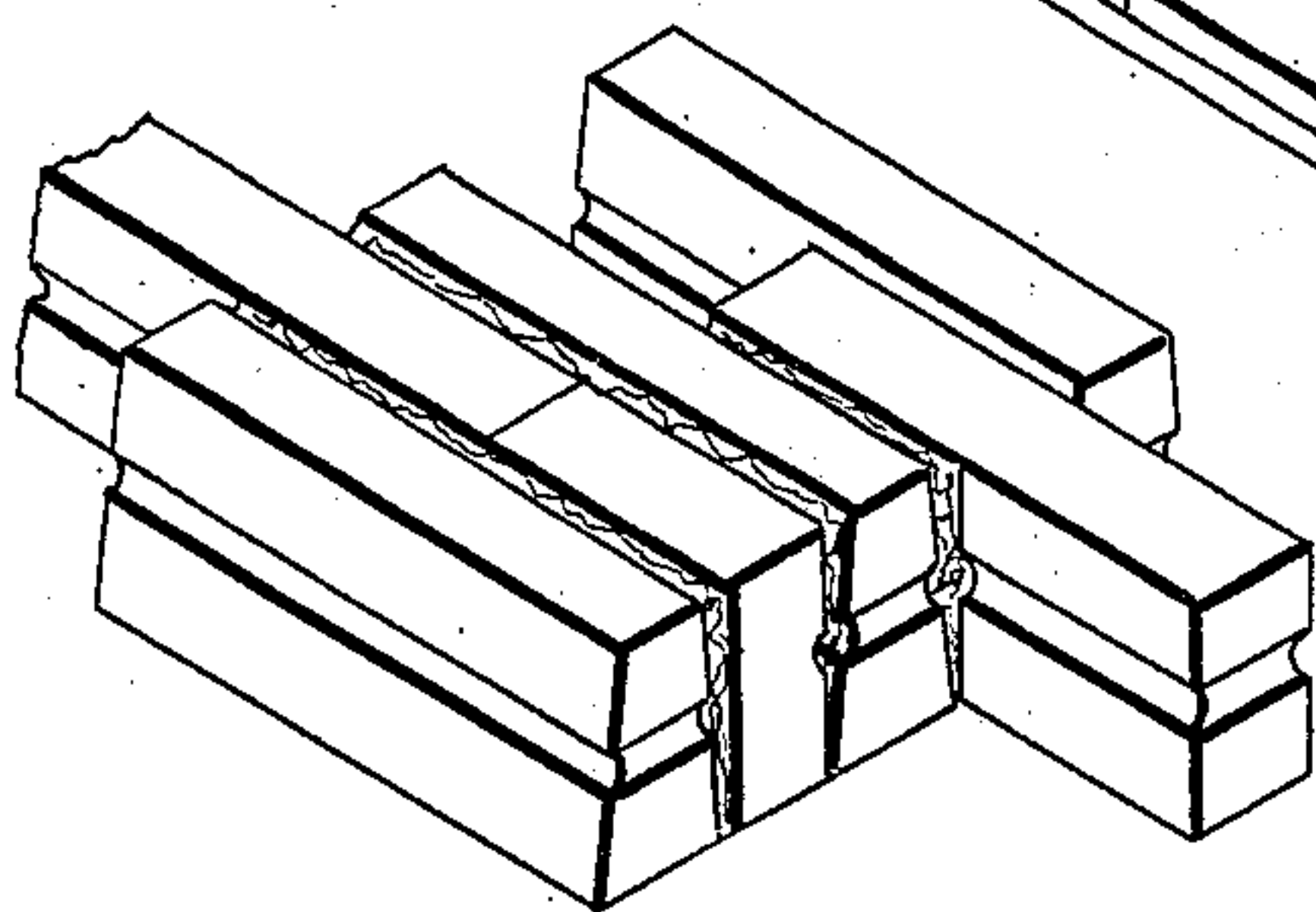


Fig. 5.

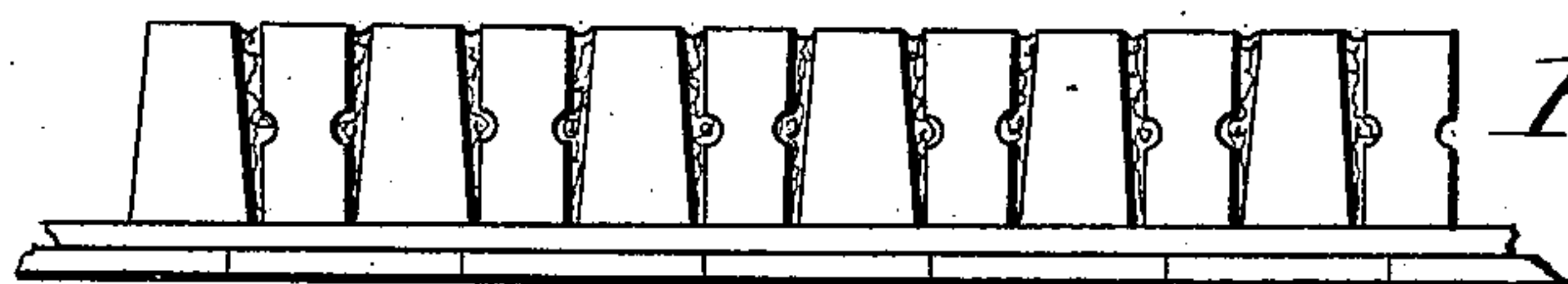


Fig. 2.

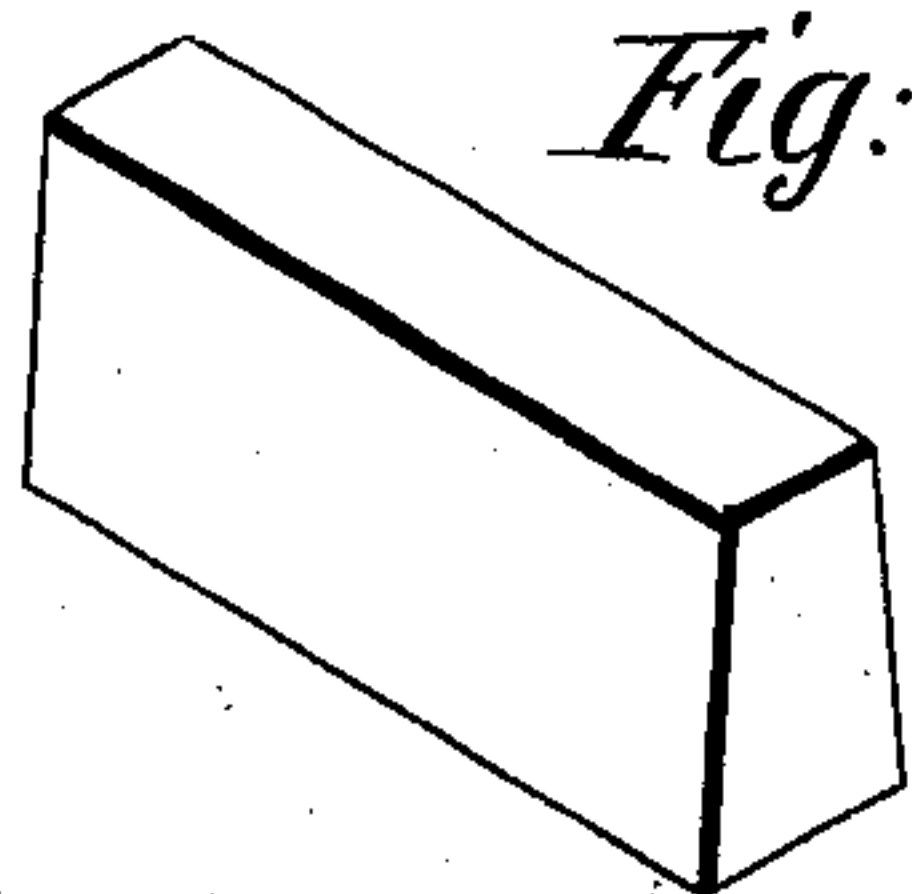


Fig. 3.

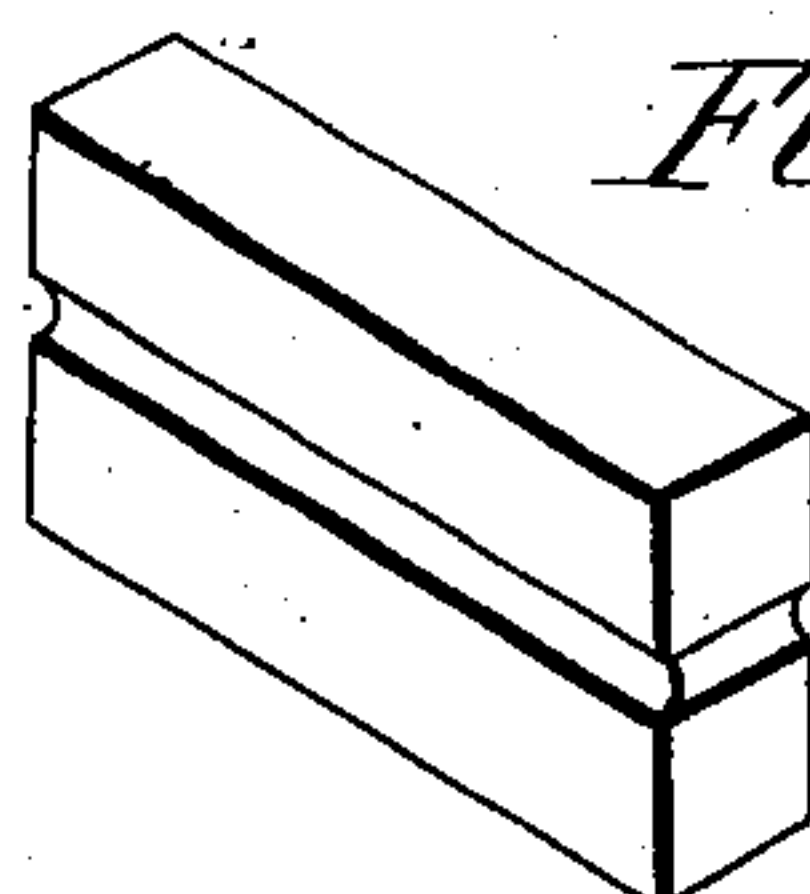


Fig. 4.

Witnesses;
Albert H. Hoop
William C. Horvath

Inventor;
Maurice Fitzgibbons

UNITED STATES PATENT OFFICE.

MAURICE FITZGIBBONS, OF NEW YORK, N. Y.

IMPROVEMENT IN WOOD PAVEMENT.

Specification forming part of Letters Patent No. **107,352**, dated September 13, 1870.

To all whom it may concern:

Be it known that I, MAURICE FITZGIBBONS, of the city, county, and State of New York, have invented certain new and useful Improvements in the making and constructing street-pavements made of wood in combination with concrete or other material; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawing, making part thereof, and in which—

Figure 1 represents a view, in perspective, of my improvement. Fig. 2 represents a transverse section of my improvement. Fig. 3 represents a plain truncated cuneiform-shaped block of my improvement. Fig. 4 represents a rectangular. Fig. 5 represents a perspective view of a section of my improvement in combination, both blocks being grooved on all four sides.

Having stated the nature and object of my invention, I proceed to describe the construction of the blocks and the manner in which they are arranged in the pavement, and the manner of the combination and construction of the whole, forming a complete net-work.

The earth composing the bed of the street is graded so as to present a convex surface declining to the curb. Upon the surface so graded is placed or laid a covering of boards running longitudinally with the street, the boards having first been immersed in melted tar or other bituminous substance, or a coat of tar or other bituminous substance spread over the upper surface of the boards. In case one layer of boards is not considered sufficient for the purpose, another layer can be, in like manner, laid over the first, either diagonally or otherwise.

Having thus laid the superstructure, the blocks are constructed of two forms—one of a rectangular shape, grooved on one or all of its sides and ends, and the other of a cuneiform shape or truncated wedge, also grooved on one or all sides. These blocks are cut from planks sawed of the required thickness, are cut in length of the size required, and then grooved. The blocks are then immersed, in whole or in part, in tar or other bituminous substance, and laid in alternate transverse rows across the street, road, or otherwise, one row of rectangular blocks, and then a row of cuneiform-shaped blocks, and so on alternately, the blocks being laid so as to touch each other at the base, leaving a triangular interstice between the two blocks and the space formed by the grooves, to be filled with gravel and tar or concrete, thus forming a cordon of web or concrete which retains each block in its place, and thereby forms one compact mass.

I do not claim a pavement composed of blocks having inclined sides; nor do I claim a pavement of cubic blocks with grooved sides; but

What I do claim, and desire to secure by Letters Patent of the United States, is—

A pavement composed of alternate rows of wooden blocks, one row having inclined and the other vertical sides, one or both rows being grooved for the retention of the filling in the interstices, all as set forth.

MAURICE FITZGIBBONS.

Witnesses:

W. S. HORNFUGER,

WILMOT A. HORNFUGER.