

S. C. PRESCOTT.

Improvement in Combined Wooden and Concrete Pavement.

No. 116,217.

Figure 1.

Patented June 20, 1871.

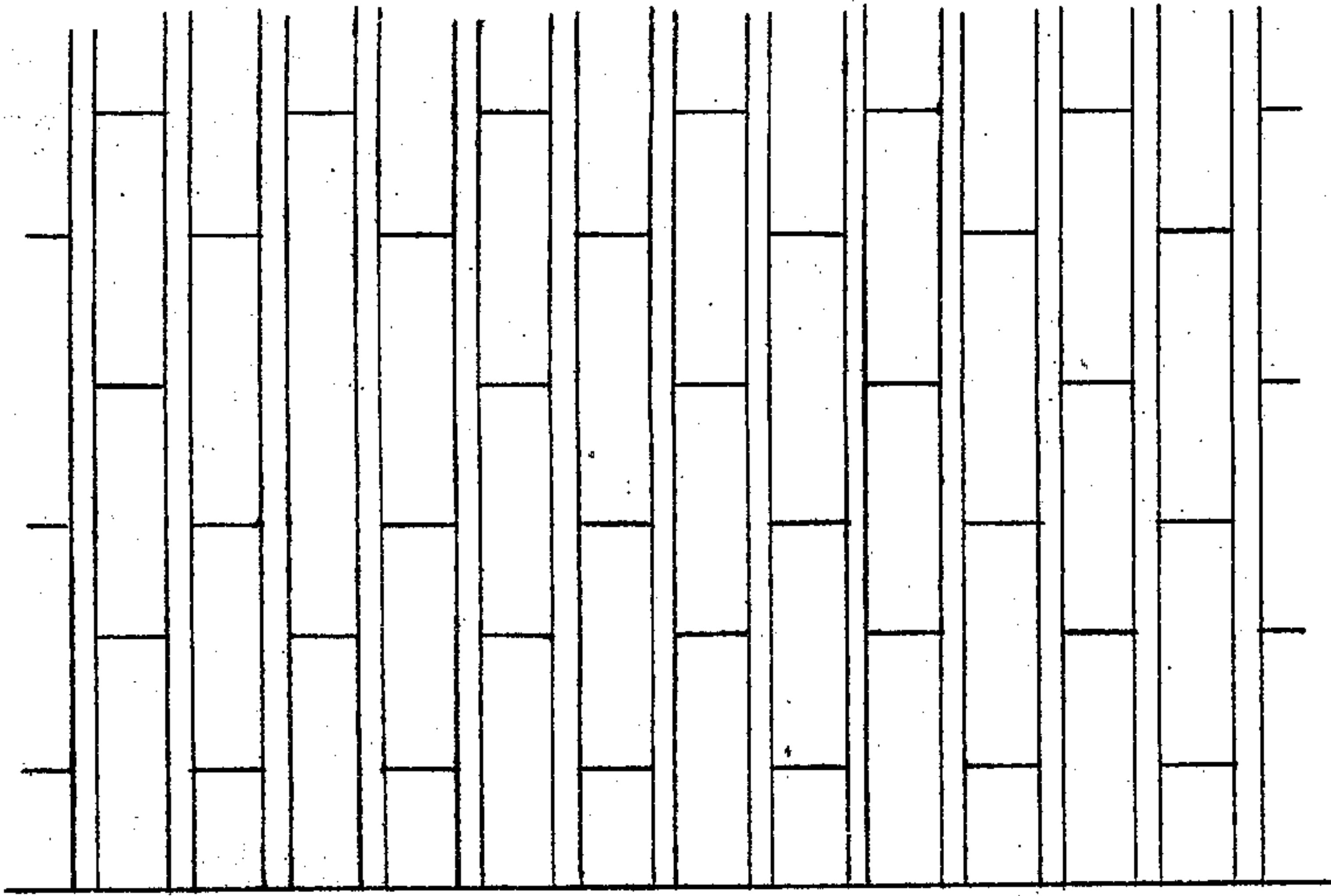


Figure 2.

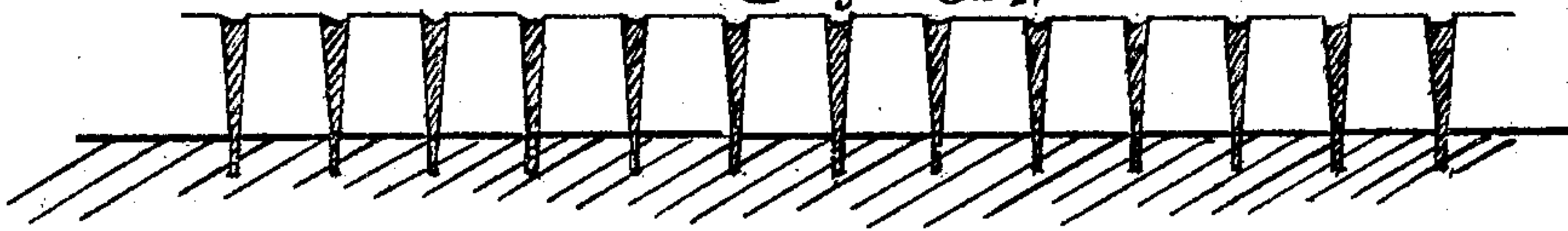


Figure 3.

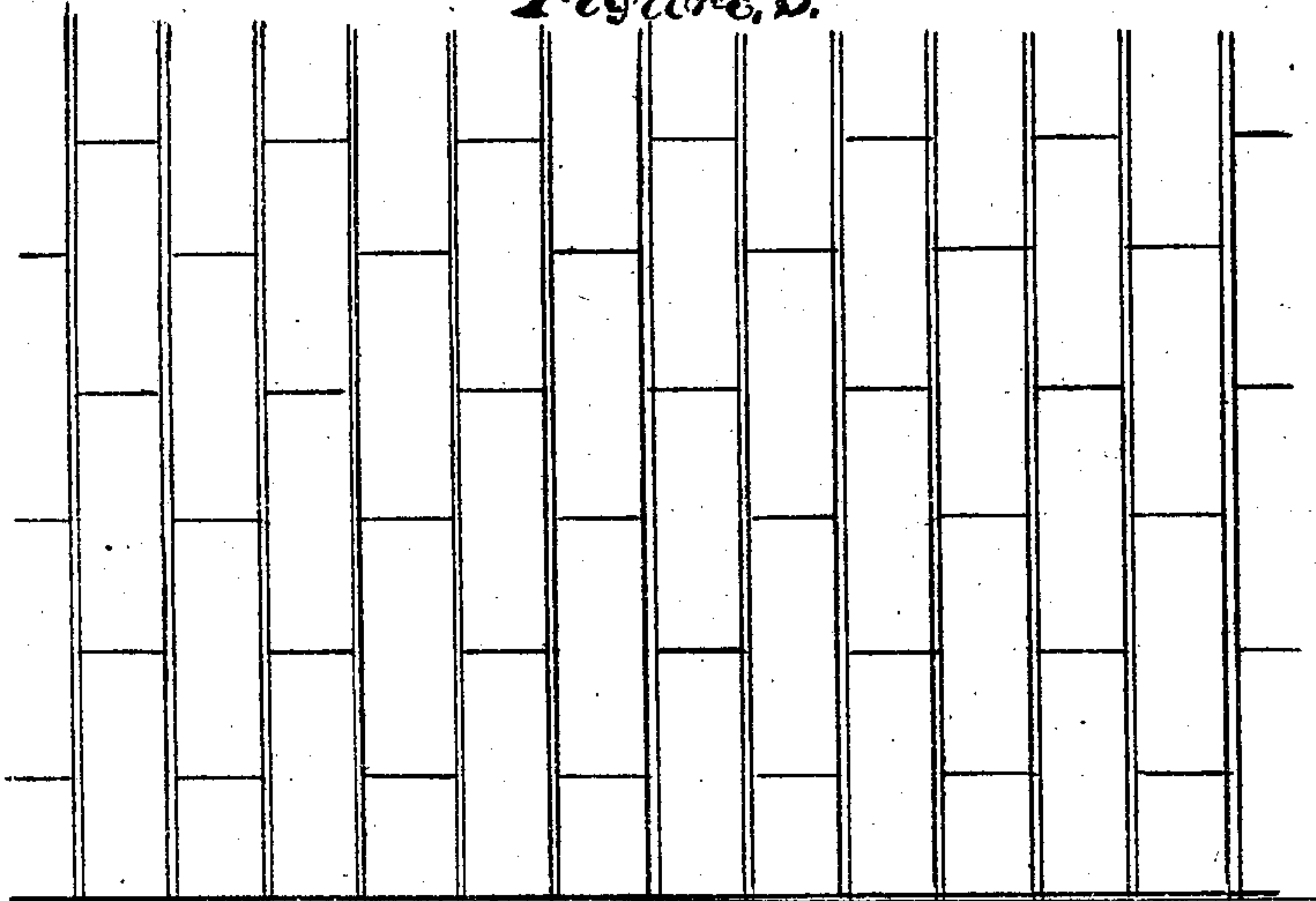
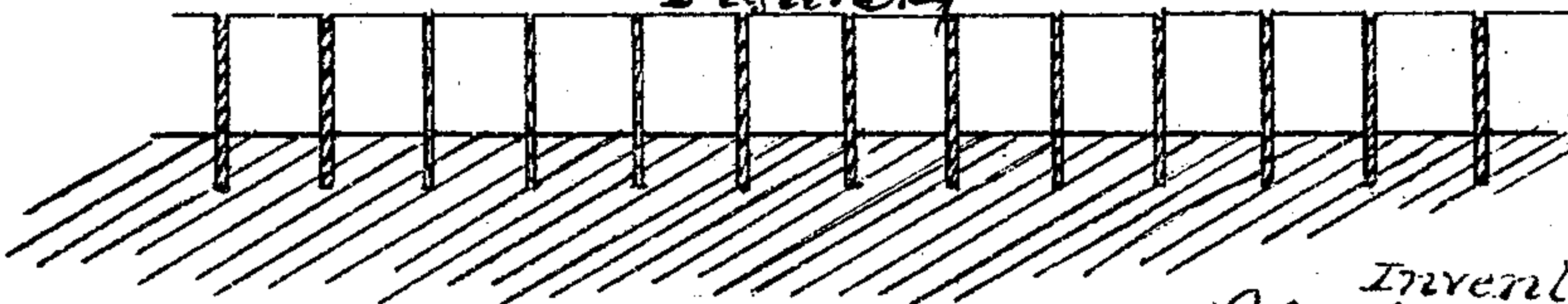


Figure 4.



Witnessed  
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# UNITED STATES PATENT OFFICE.

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## IMPROVEMENT IN COMBINED WOODEN AND CONCRETE PAVEMENTS.

Specification forming part of Letters Patent No. 116,217, dated June 20, 1871.

*To all whom it may concern:*

Be it known that I, SHUBEAL C. PRESCOTT, of Jersey City, in the State of New Jersey, have invented certain new and useful Improvements in the Making and Constructing of Street Pavement 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 plan view of my improvement. Fig. 2 represents a longitudinal view of my improvement. Fig. 3 represents also a plan view of my improvement. Fig. 4 represents also a longitudinal view of my improvement.

Having stated the nature and object of my invention, I proceed to describe the construction of the road or street-bed, and the manner in which the pavement is laid, by the combination of the road or street-bed with wooden blocks and concrete, and the manner of the construction of the whole so as to form a pavement, the wooden blocks resting upon the surface of the bed of the street, with break-water or water-stops formed by the concrete being placed or driven into the interstices between the blocks, and extending at about three or more inches below the surface of the road or street-bed, so as to effectually prevent both the water from getting under the blocks, and also to prevent the water from accumulating and running under the pavement when laid, and carrying away the ground or sand from under the blocks, leaving them to settle down, and thus forming a pavement which can be laid at any grade or degree of inclination without the possibility of being undermined by water.

The earth comprising the bed of the street is graded in the usual manner, so as to pre-

sent a convex surface declining on either side to the curb. When so graded the surface is rolled with a heavy roller, so as to form a compact and even surface, upon which the blocks are laid or arranged in rows parallel with each other at right angles, or diagonally across the street. The several blocks before being so laid may be preserved by some one of the well-known processes to prevent decay, if desired. After laying the blocks in the manner aforesaid, a swage is driven down between the several rows of blocks, two, three, or more inches below the surface of the road or street-bed, and the entire space thus made between the blocks is filled with melted tar and gravel, concrete, or any similar suitable composite material, forming a series of break-waters or water-stops across the street, preventing the water from accumulating so as to displace the sand under the blocks, thus making a pavement equally stable upon any degree of inclination as upon the level. After the completion of the laying of the pavement the entire pavement is rolled with a heavy roller on the surface, thereby making a uniform surface, and driving each block home firmly upon the street or road-bed.

I do not intend to confine my improvement to any form of blocks to be used in the construction of the pavement, as my improvement is applicable to any conceivable form.

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

A pavement, composed of a series of blocks having their intermediate spaces filled with concrete, the concrete being caused to extend downward below the lower line of the blocks into the road-bed for the purpose of forming water-stops, as described.

SHUBEAL C. PRESCOTT.

Witnesses:

A. G. DEARING,  
M. D. CONVERSE.