

S. H. INGERSOLL.

Improvement in Wood Pavement.

No. 124,064.

Patented Feb. 27, 1872.

Fig. 1.

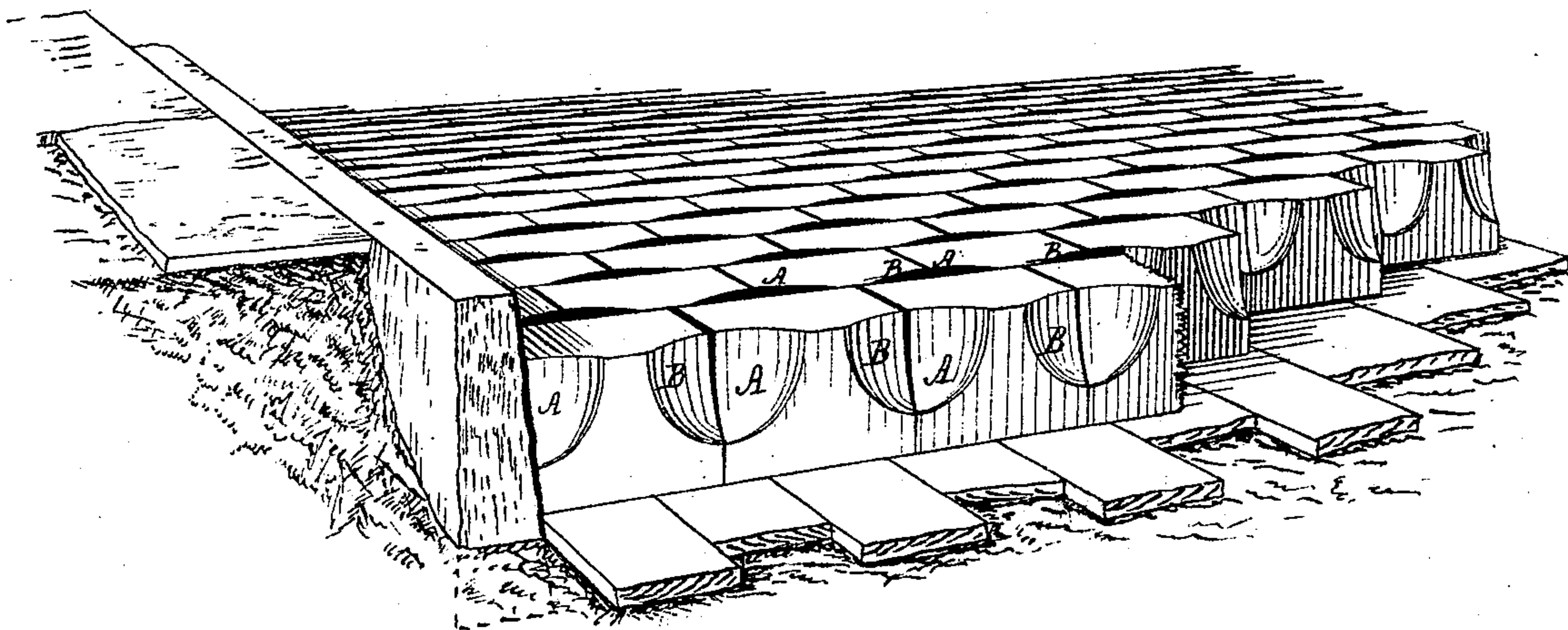
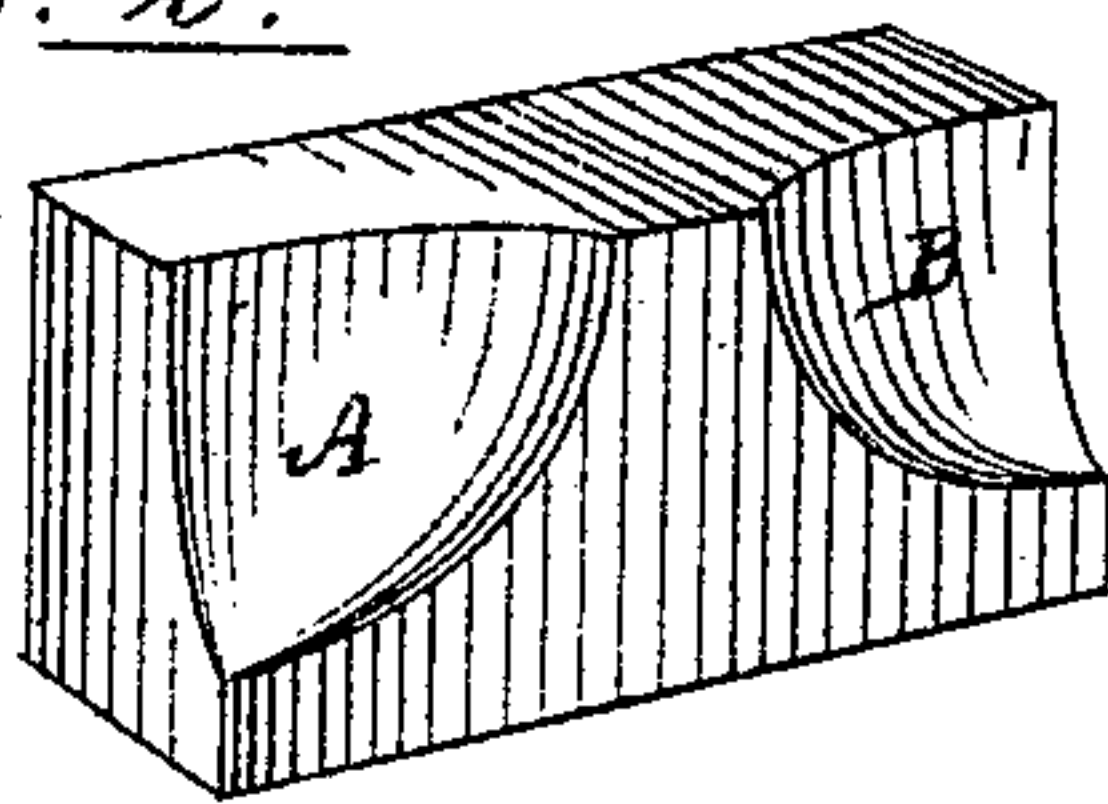


Fig. 2.



WITNESSES.

E. Eliot  
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# UNITED STATES PATENT OFFICE.

STEPHEN H. INGERSOLL, OF BROOKLYN, NEW YORK.

## IMPROVEMENT IN WOOD PAVEMENTS.

Specification forming part of Letters Patent No. 124,064, dated February 27, 1872.

Specification describing certain Improvements in Wooden Pavements, invented by STEPHEN H. INGERSOLL, of the city of Brooklyn, county of Kings and State of New York.

This invention consists chiefly in so chamfering the corners of the blocks that, when they are combined properly into a pavement, pockets will be formed between the several blocks of such a size and shape that, when filled with gravelly concrete, an abundance of foot-hold will be provided, in combination with the best possible degree of keying the blocks firmly in their proper position for sustaining travel. The object of this invention is to combine, as nearly as possible, the now well-demonstrated advantages of the "side groove," as shown in a patent granted to one McGonegal, and the advantages illustrated in Letters Patent to myself, dated March 29th, A. D. 1870, in which the action of the concrete is to key the blocks across the street or between the curbs, as well as along the line of travel.

Figure 1 is a perspective view of a portion of a street paved with the blocks, whose shape is shown at Fig. 2, and which clearly illustrates my invention.

The blocks are formed from plank of the proper size, in breadth and thickness, by being cut in sections of the required length—say about six inches. A chamfer or scarfing is then made on each of the two corners, on the same side of the block, extending nearly across its surface, as shown at A and D, Fig. 2, so that when said blocks are massed together, the spaces formed by said "chamfers" will furnish pockets, wide or long, in a line across the street, into which the concrete or gravel, &c., when

driven, will form wedges pointing downward, and forcing the blocks towards the curbstones as well as along the street, thereby preventing their tilting action in both directions. But as this tilting tendency is much greater along the street, or in the direction of the travel, the pockets are made wider on the sides of the blocks than on their edges, to furnish broader surfaces for the concrete keys to act upon, while, at the same time, they furnish an abundance of foothold, and, in a proper position, relatively to the travel for that purpose. The blocks so chamfered are placed in position, as shown at Fig. 1, upon any suitable foundation, as planking, concrete, or broken stone, sand, &c., as convenient, care being taken to break the joints, so that the chamfers may not face each other; and into the pockets, gravel or silicious concrete is driven, which holds the entire mass firmly against the tilting action of the travel, and to a degree in proportion to the travel. The sections upon said blocks forming the spaces for the pockets might be simply planes, and not re-entrant curves, as shown in the drawing; but it will be found in practice that, unless the curved recess is made as herewith represented, there will be either too small a space for the gravel or too much for concrete.

What I claim therefore is—

A wooden pavement, formed of blocks chamfered and arranged as shown and described.

STEPHEN H. INGERSOLL.

Witnesses:

E. V. ELIOT,  
BOYD ELIOT.