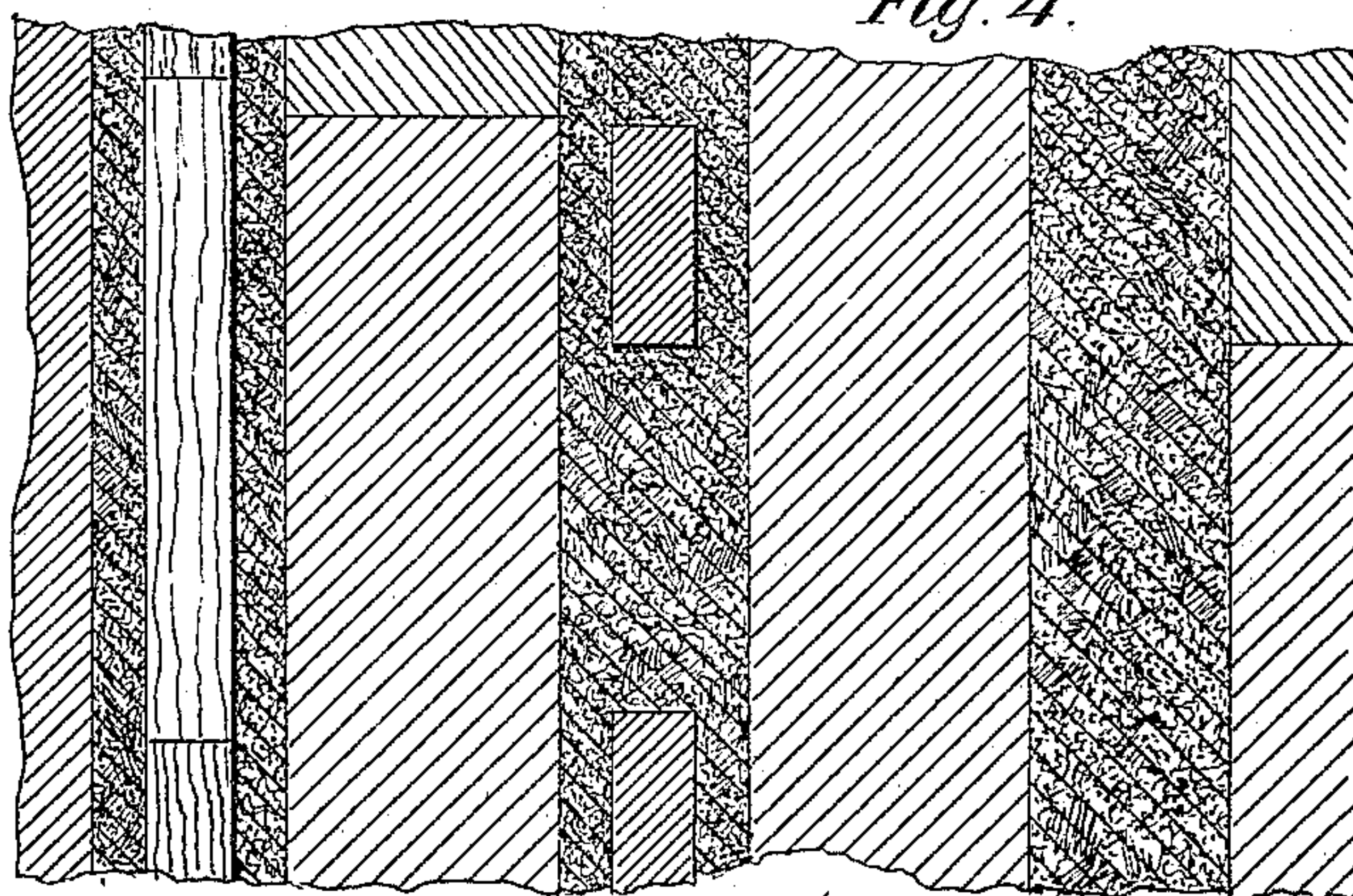
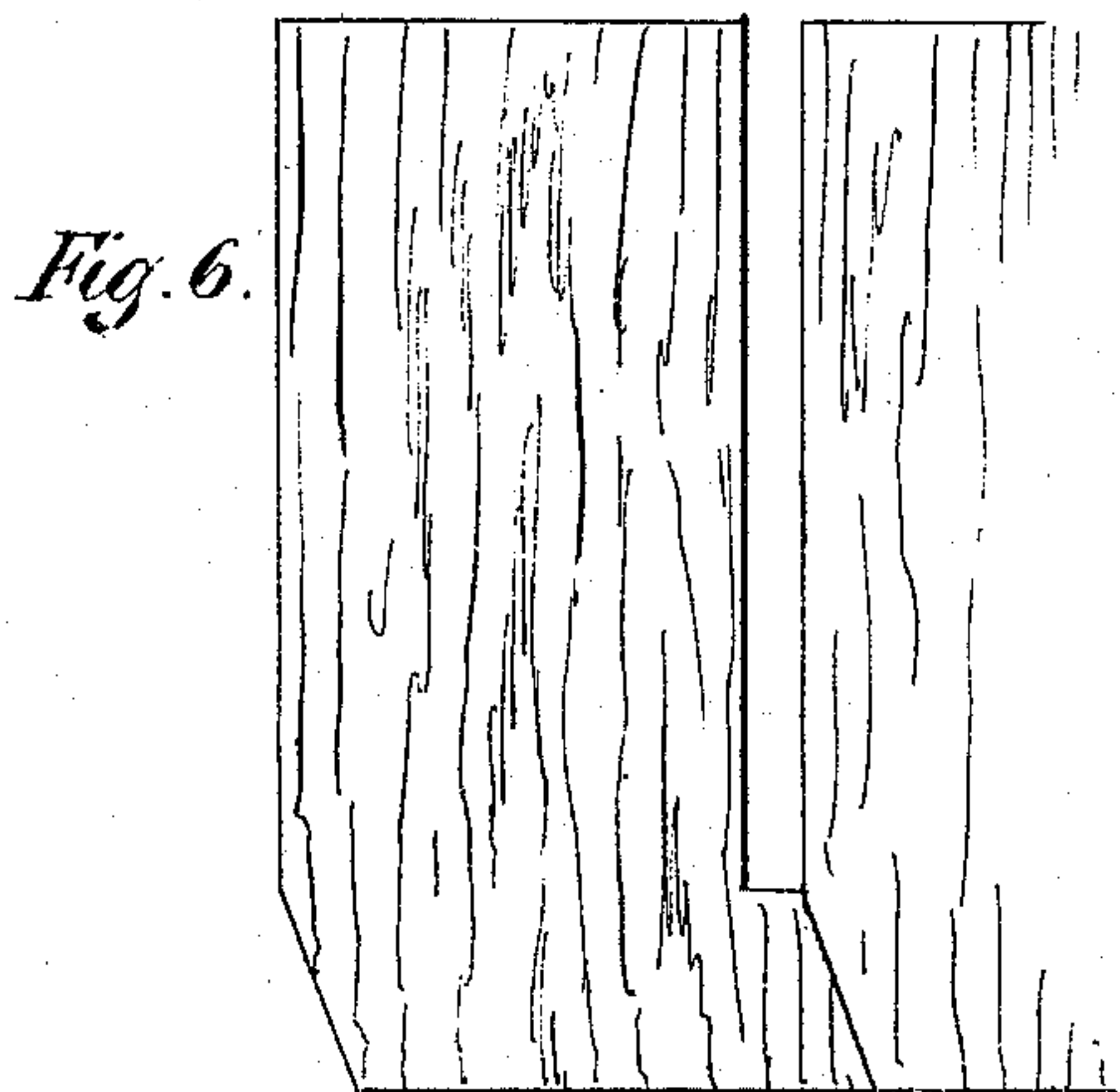
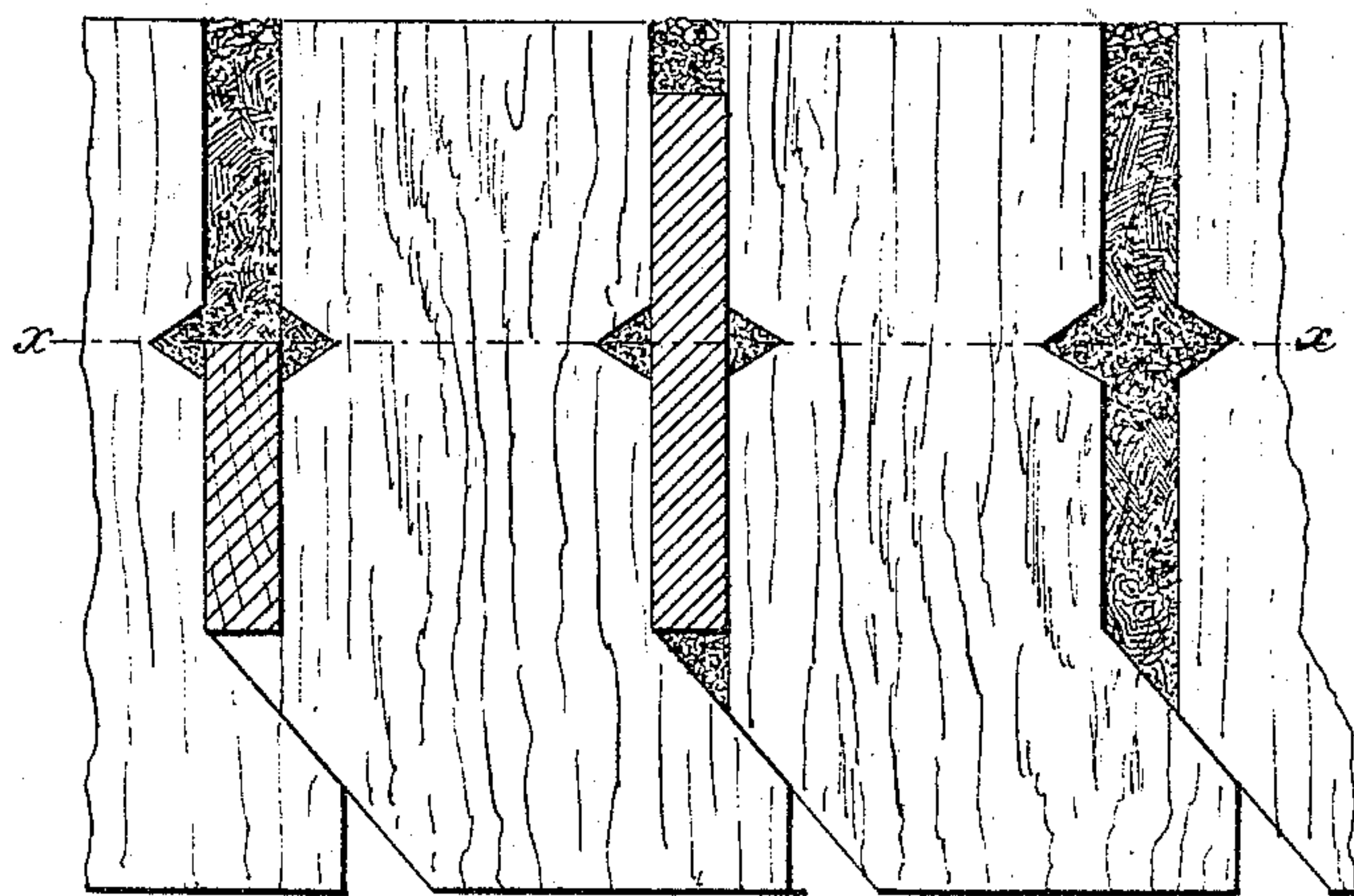
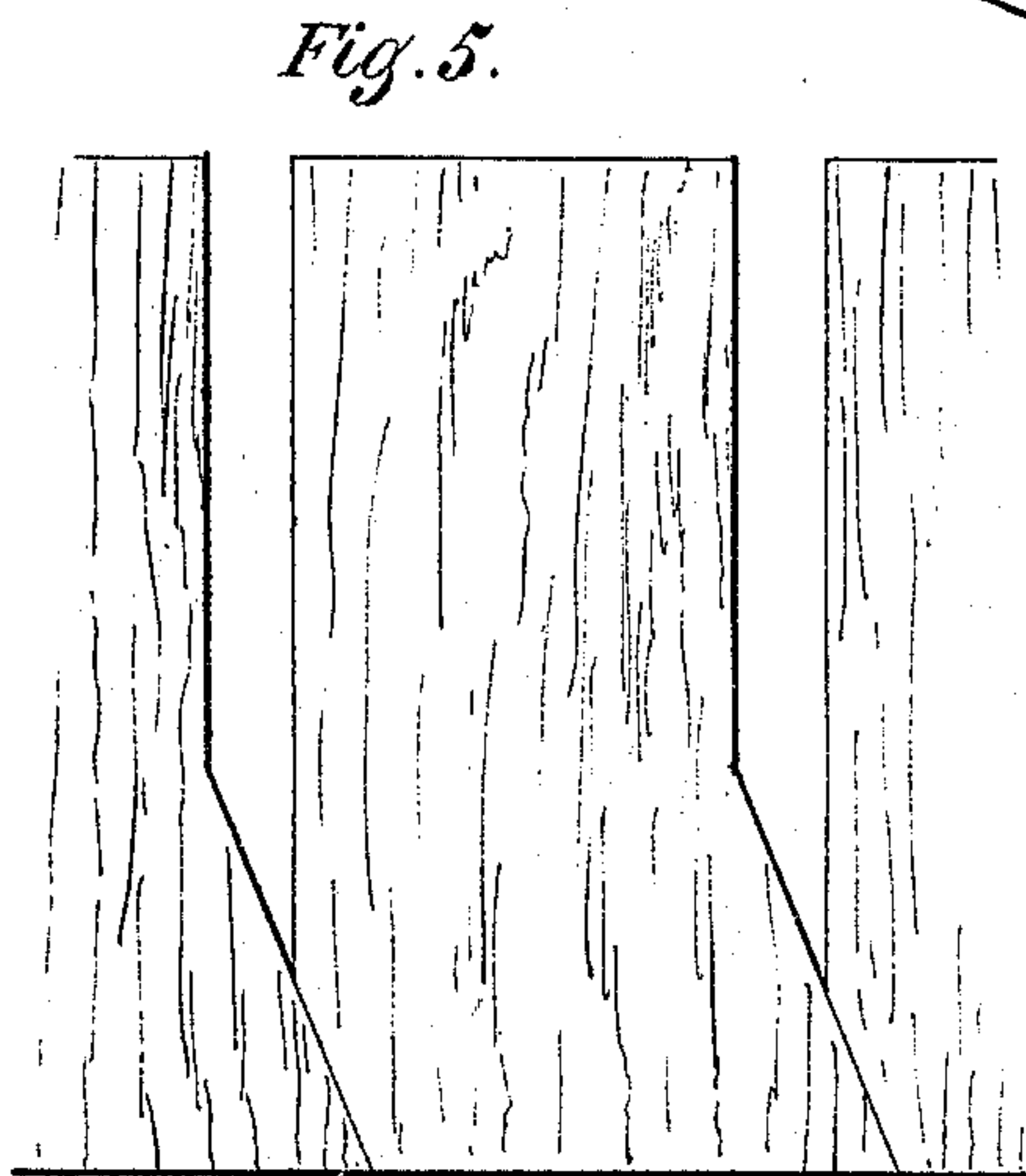
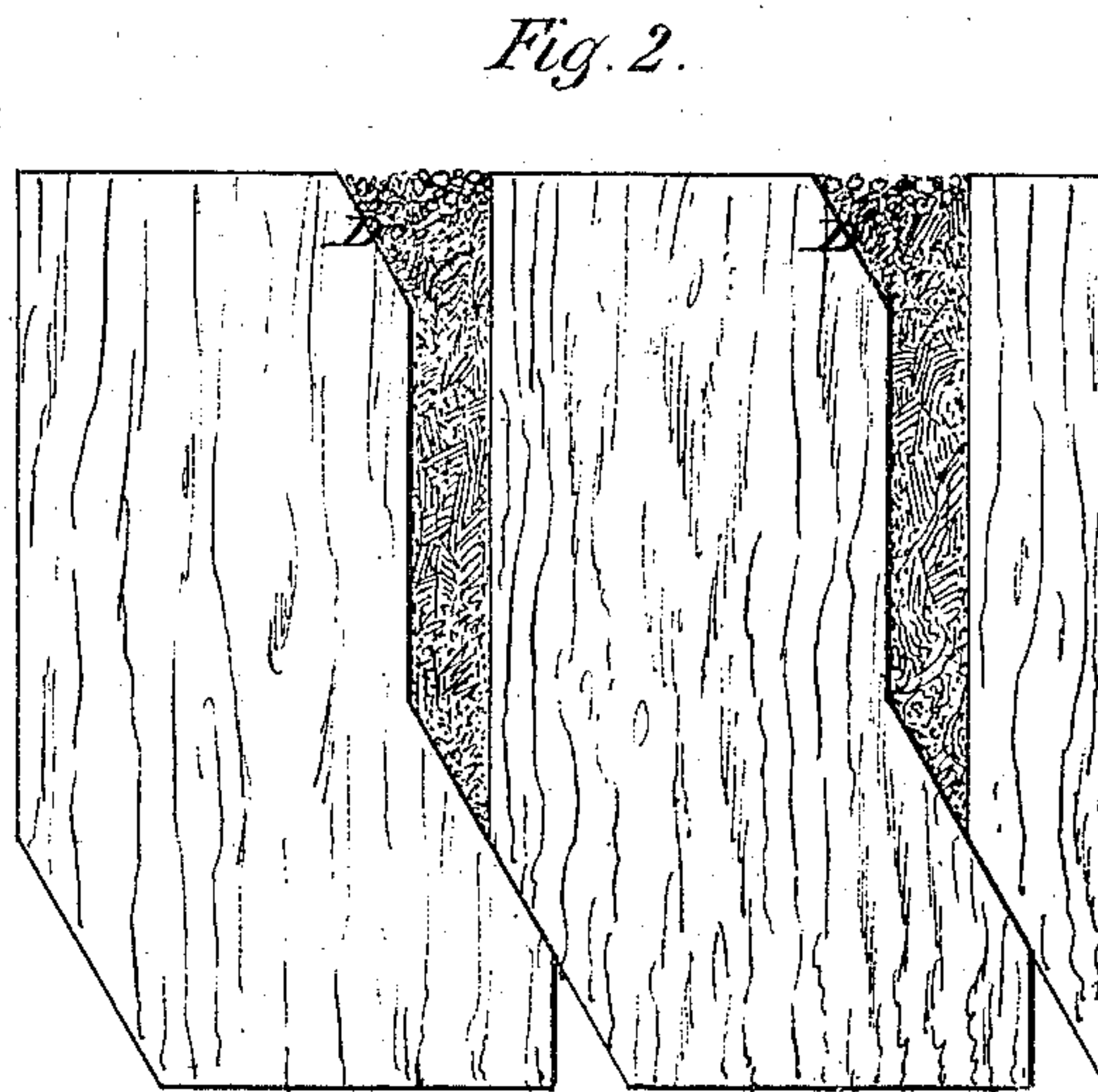
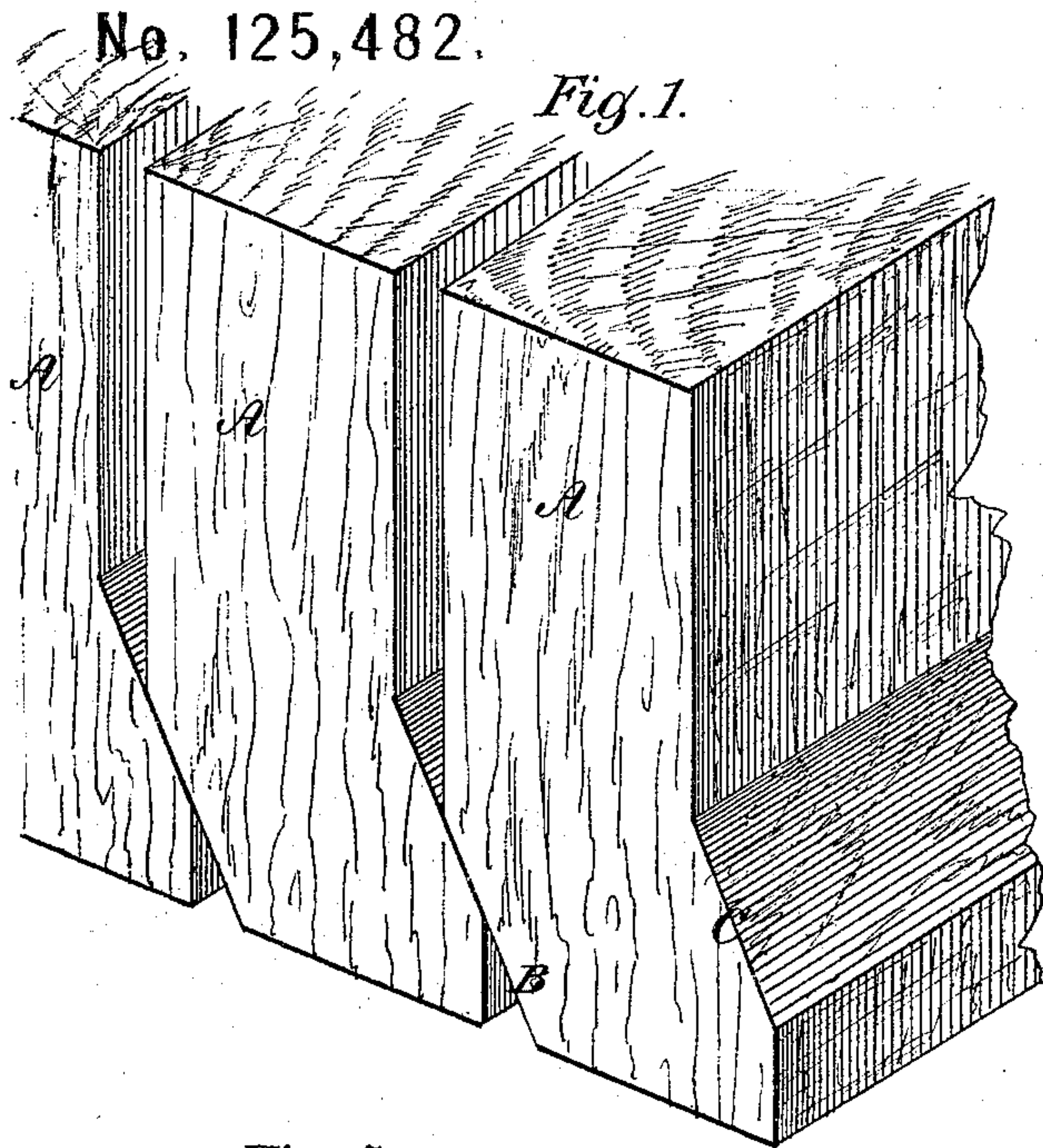


JOSEPH I. PEYTON.

Improvement in Wood Pavement.

No. 125,482.

Patented April 9, 1872.



Witnesses: {  
Thos. H. Artois.  
W. H. Rowe,

Inventor.  
Joseph I. Peyton.



# UNITED STATES PATENT OFFICE.

JOSEPH I. PEYTON, OF WASHINGTON, DISTRICT OF COLUMBIA, ASSIGNOR  
TO HIMSELF AND JOHN B. PEYTON, OF SAME PLACE.

## IMPROVEMENT IN WOOD PAVEMENTS.

Specification forming part of Letters Patent No. 125,482, dated April 9, 1872.

*To all whom it may concern:*

Be it known that I, JOSEPH I. PEYTON, of Washington city, District of Columbia, have invented certain new and useful Improvements in Wood Pavements, of which the following is a specification:

My invention relates more particularly to a pavement of that class in which the blocks rest directly upon the earth or sand foundation; and my object is to so construct a pavement of this class that the blocks will be well secured when in position, and yet any of the blocks may be taken up entire, and then relaid, or other blocks substituted, and secured as before. My improvement consists in so forming the blocks that they will, when in position, securely be held in place in relation to each other by the contact of inclines or bevels upon the blocks, and by packing or filling between the blocks; while one or more blocks may be taken up simply by removing the packing or filling, and the block or blocks relaid, or similar ones substituted, in the space so formed, and be as securely held in place by the inclined parts of the blocks and the renewal of the packing or filling as the rest or undisturbed portion of the pavement.

In the drawing, Figure 1 is a perspective view of a section of pavement ready to receive the packing; Fig. 2, an end view, packed, showing the blocks as formed with bevels at their tops; Fig. 3, an end view, showing modification of the method of packing; Fig. 4, a section at the line *x x* of Fig. 3; Figs. 5 and 6, end views of modifications of the form of the blocks.

The block A is formed with a bevel or incline, B, on one side, extending from the bottom of the block upward, and a parallel bevel or incline, C, on the opposite side of the block, commencing above the bottom of the block and extending upward a suitable distance, as shown in Figs. 1, 2, and 3; or this incline may extend from the bottom of the block upward, as shown in Figs. 5 and 6. The sides of the blocks above the inclines B C may be vertical, although I sometimes prefer to bevel the blocks,

as at D, as by this means there is less waste in cutting out two blocks from the same piece of wood, and the spaces between the tops of the blocks are increased. The incline C may, it is obvious, be formed of a separate piece, and suitably secured to the block.

The inclined channels or spaces formed between the blocks at the bottom, as shown in Figs. 1, 2, and 3, aid materially in preventing the sinking of the blocks, as the sand projecting into the extra spaces will have to be crushed or crowded out before the blocks can move downward.

It will be seen from the foregoing description that a block when placed between two others, so as to fit snugly, cannot be moved up or down without one of its sides above the beveled portion (where the blocks touch) approaching the side of one of the blocks next it.

A filling between the blocks, such as the ordinary gravel and pitch packing, will prevent the upper sides of the blocks from nearing each other, and consequently prevent vertical movement.

To prevent any possible accidental vertical movement of the packing, one or more grooves or serrations may be made in the sides of each of the blocks, as shown in Figs. 3 and 4, to receive projections from the packing between the blocks. The pavement may be rendered still more secure by inserting strips of wood tightly between the blocks, for which purpose the pieces cut off in forming the inclines on the blocks may be utilized, or any narrow strips used, as shown in Figs. 3 and 4.

By removing the packings, one or more of the blocks, as desired, may be taken up, complete, for repairs, laying pipes, &c., and then replaced, or another block or blocks substituted, and secured by repacking as firmly as before.

In removing or replacing a block, when the inclines vary slightly in length, as shown in Fig. 3, it should be tilted sidewise to prevent jamming.

In some instances the wooden strips could

be used without other packing, and they may be used either with the pitch or with the gravel; but I do not confine myself to any particular packing material.

I claim as my invention—

A wood pavement, composed of blocks formed, laid, and packed, substantially as herein set forth.

In testimony whereof I have hereunto subscribed my name.

JOSEPH I. PEYTON.

Witnesses:

W. H. ROWE,  
BALTIS DE LONG.