

GEORGE F. ZIEGLER.

Improvement in Wood-Pavements.

No. 127,669.

Patented June 4, 1872.

Fig. h.

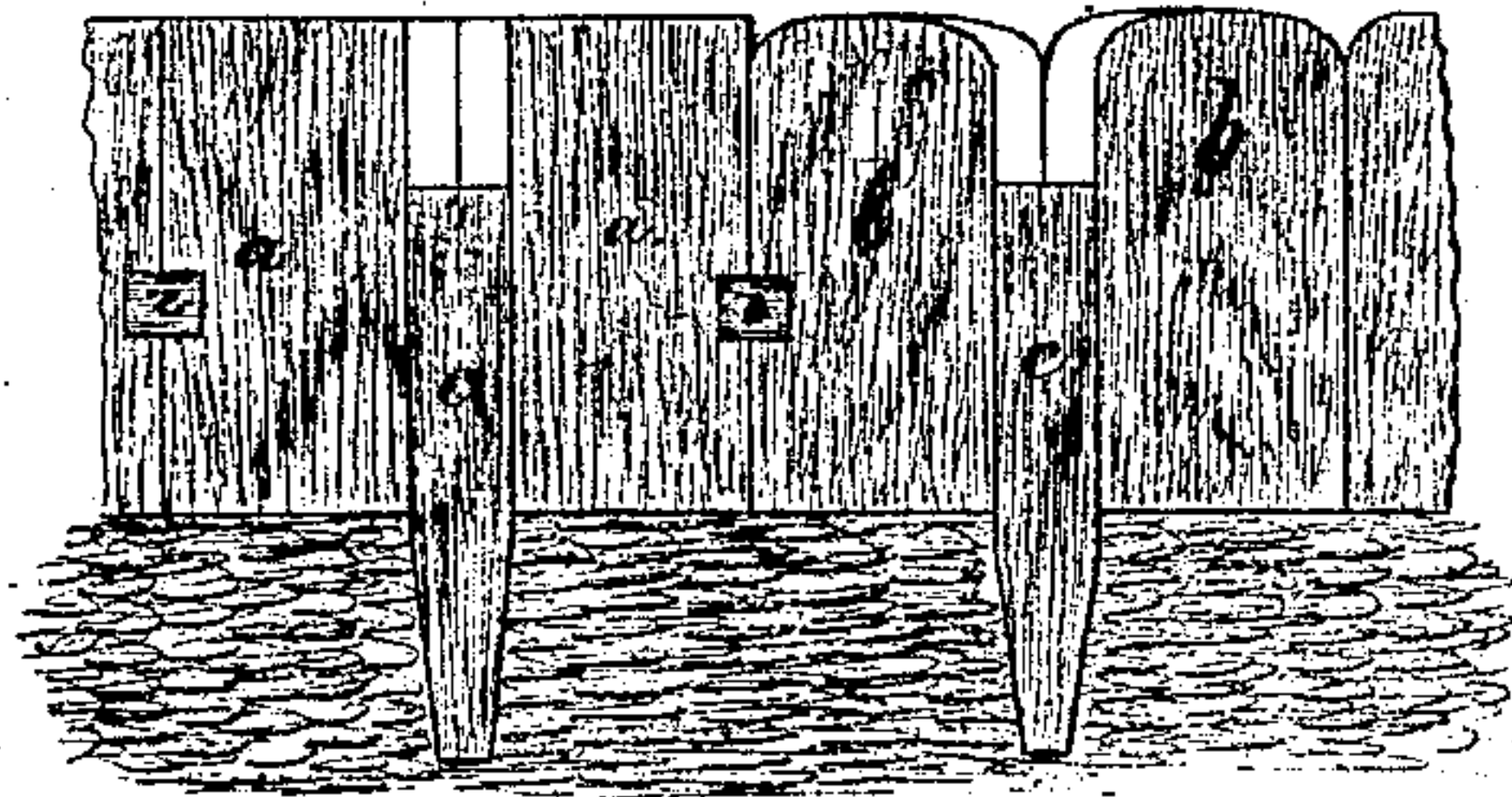
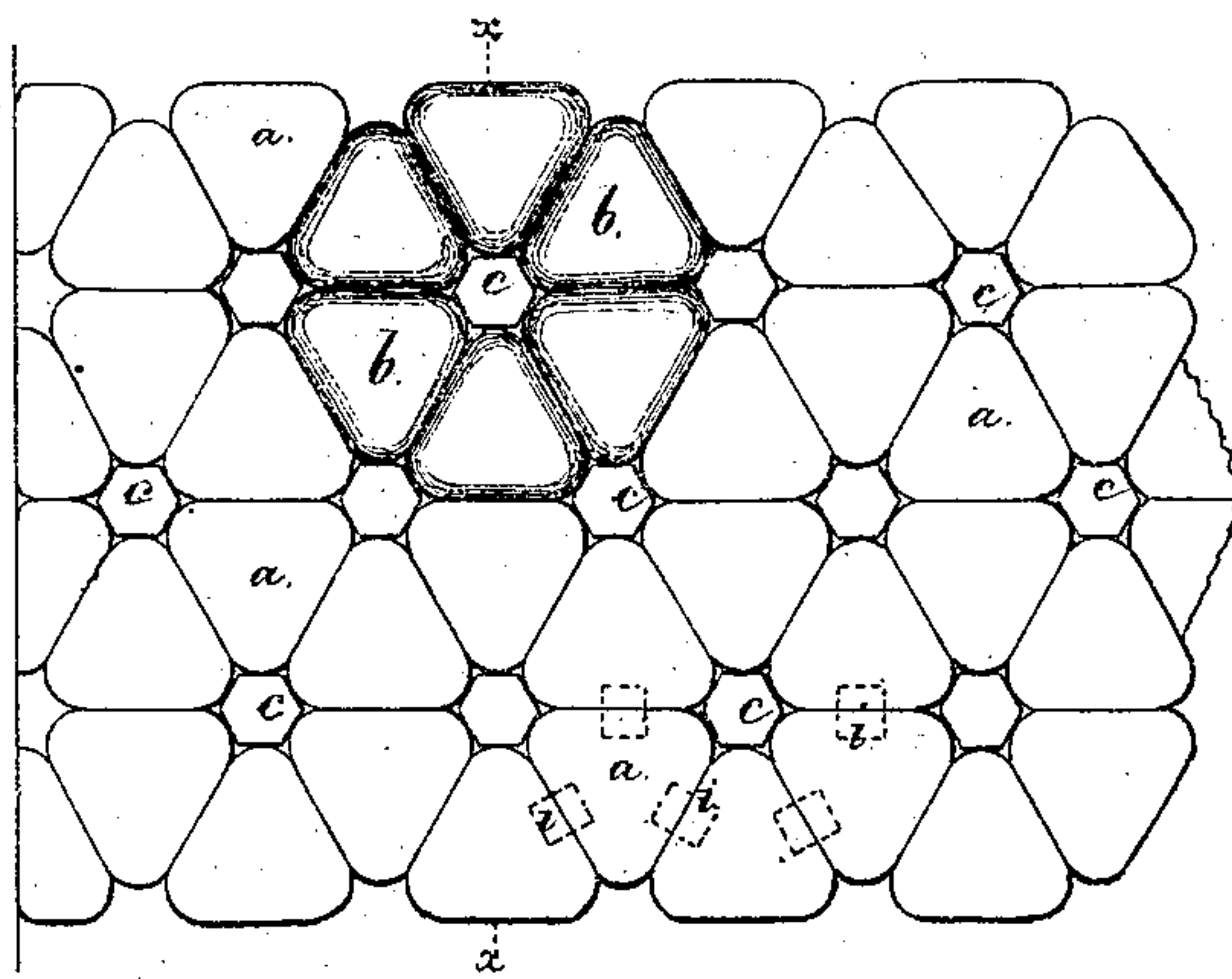


Fig. i.



Witnesses,

Chas. H. Smith
Geo. D. Walker.

George F. Ziegler
Lemuel W. Perrell
att.

UNITED STATES PATENT OFFICE.

GEORGE FREDERICK ZIEGLER, OF JERSEY CITY, NEW JERSEY.

IMPROVEMENT IN WOOD PAVEMENTS.

Specification forming part of Letters Patent No. 127,669, dated June 4, 1872; antedated May 21, 1872.

To all whom it may concern:

Be it known that I, GEORGE FREDERICK ZIEGLER, of Jersey City, in the county of Hudson and State of New Jersey, have invented and made a new and useful Improvement in Pavements; and the following is declared to be a correct description thereof.

The object of this invention is to give a good foothold for horses; to secure each block firmly by frictional contact with the next; and to vary the lines or angles of the joints between the blocks, so that the pavement cannot wear into ruts. Before my invention pavements had been made of cubical, hexagonal, and octagonal blocks laid together, and in some instances prismatic blocks have been employed to fill in the interstices in such pavement.

My invention consists in a pavement composed of equilateral triangular prisms with rounded angles, so that there will be an opening where six of these blocks set together, and this opening gives foothold for horses by allowing the calks of the shoes to enter the same, and into this opening a key or wedge may be driven for the purpose of binding the blocks firmly to each other, and when the said key passes down below the pavement it assists in holding the pavement in place upon the foundation. A pavement made in this manner has a surface composed of equilateral triangles rounded at the corners, and these corners being narrower are worn away more rapidly than the central portions of the triangle, and thereby the block wears sufficiently convex to furnish the necessary foothold for horses.

In the drawing, Figure 1 is a plan of a portion of pavement laid with my improved blocks, and Fig. 2 is a section of the same at the line *x x*.

The prismatic blocks are to be made with flat triangular ends, as shown at *a a*, where wooden blocks are used, or with ends more or less rounded, as at *b b*, when the blocks are

of stone, and the angles are rounded or partially removed, so as to form openings between each six intersecting blocks for the reception of wedges or keys *c c*. These wedges or keys should be of metal when used with stone, and when made of wood should be of sufficient length to hold the pavement firmly down upon the foundation, as well as to wedge the blocks and bind them together. The joints between the blocks are not continuous in any direction, and most of them are at an oblique angle to the line of travel. The openings between the blocks give a good foothold for horses, and the wheels of vehicles in passing rest upon the surfaces of the blocks without the concussion usual in pavements where the joints are at right angles to the lines of travel; hence, this pavement will be very easy for travelling upon. When wooden prisms are employed, I sometimes employ dowels *i*, inserted in one block and entering a hole in the other to aid in supporting all the blocks at a uniform height, as shown in Fig. 2, and by dotted lines in Fig. 1. Sand or any other material may be used as a foundation for the stone or wood blocks, and as a filling between such blocks.

I claim as my invention—

1. A pavement composed of equilateral triangular prisms with rounded angles, so as to form openings between the blocks as laid together, for the purposes and as set forth.

2. The triangular prismatic blocks laid together hexagonally, in combination with the keys or wedges *c c*, as and for the purposes set forth.

Signed by me this 6th day of September, 1870.

GEO. FREDK. ZIEGLER.

Witnesses:

CHAS. H. SMITH,
GEO. T. PINCKNEY.