

W. H. GARLICK.
PAVEMENT.

No. 176,617.

Patented April 25, 1876.

Fig. 1.

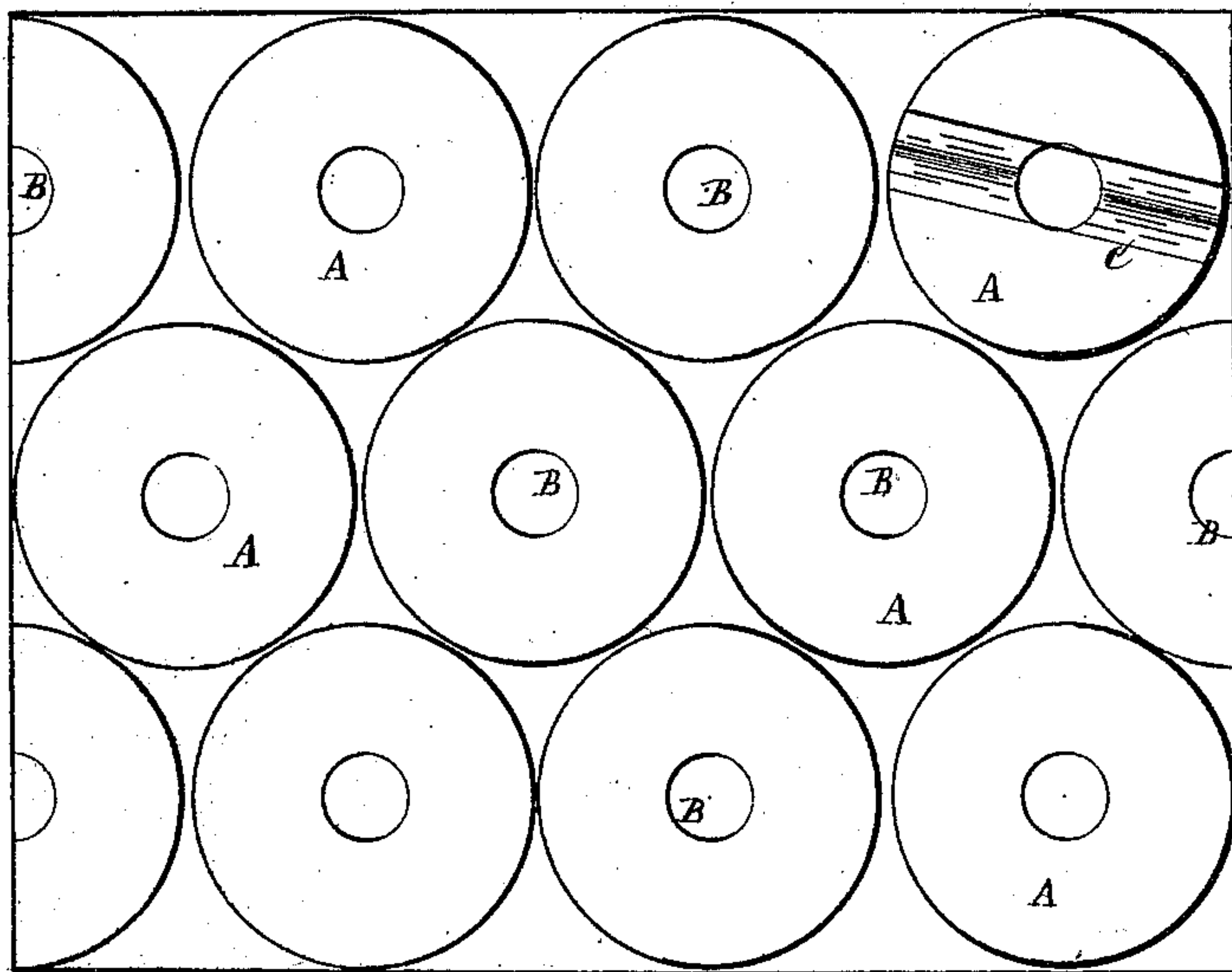


Fig. 2.

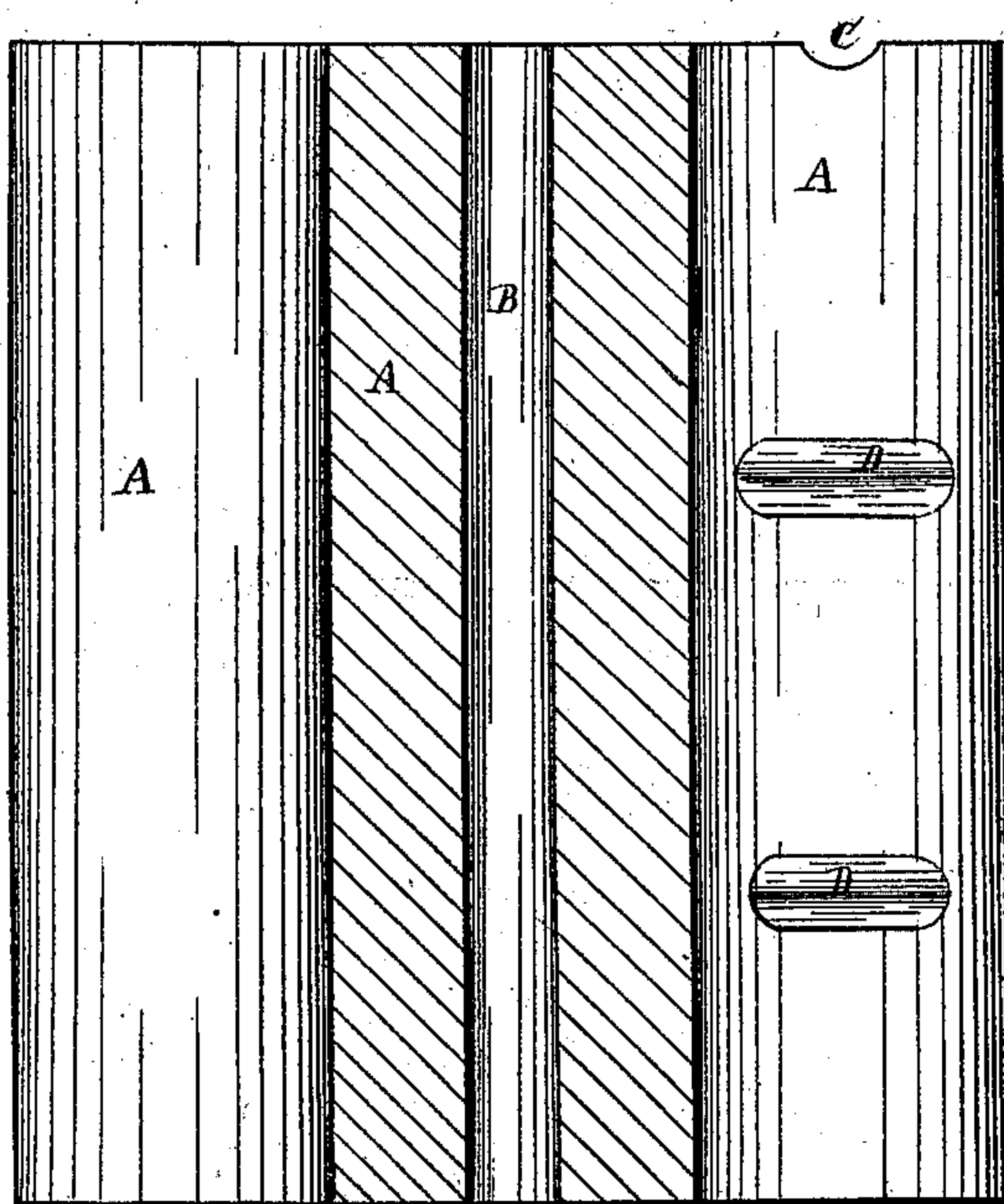
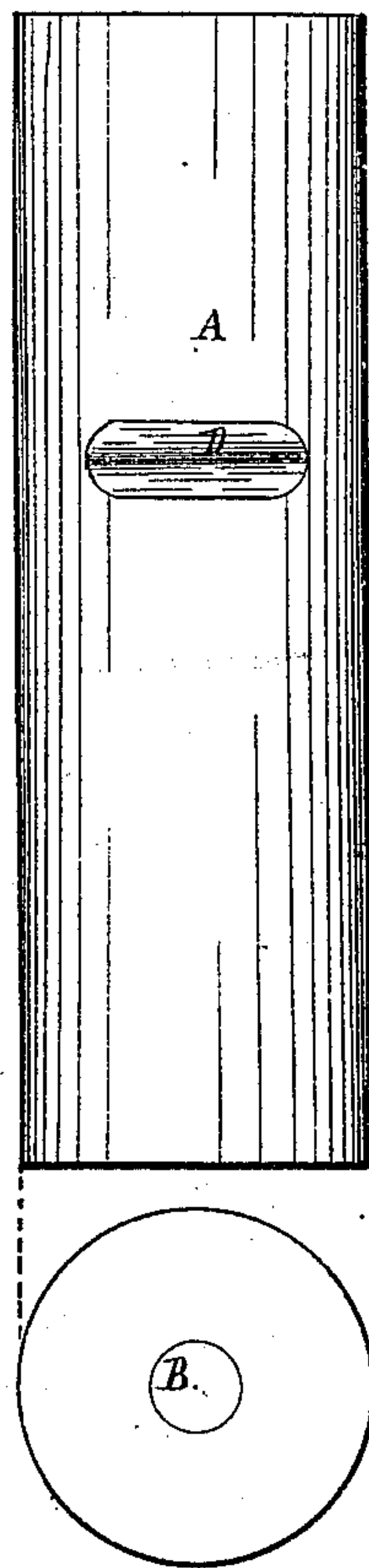


Fig. 3.



Witnesses

E. W. Cross

E. H. Mann

Inventor

W. H. Garlick

Per Burridge & Co.

Atty

UNITED STATES PATENT OFFICE

WILMOT H. GARLICK, OF CALUMET, OHIO.

IMPROVEMENT IN PAVEMENTS.

Specification forming part of Letters Patent No. 176,617, dated April 25, 1876; application filed January 3, 1876.

To all whom it may concern:

Be it known that I, WILMOT H. GARLICK, of Calumet, in the county of Jefferson and State of Ohio, have invented a certain new and Improved Pavement for Streets; and I do hereby declare that the following is a full, clear, and complete description thereof, reference being had to the accompanying drawings, making a part of the same.

Figure 1 is a plan view of the pavement. Fig. 2 is a side view. Fig. 3 is a detached section.

Like letters of reference refer to like parts in the several views.

This invention is a pavement for roadways, sidewalks, &c.; and consists of an arrangement of stoneware, tubular, cylindrical blocks of a certain length and diameter, set endwise near to each other. The interstices between them and the bore of the blocks are filled with Portland or other cement, or other suitable material.

A more full and complete description of the invention is as follows: The cylindrical blocks referred to are shown in the drawings at A, the length and diameter of which may be varied as the strength of the pavement or other circumstances may determine. The material whereof the blocks are made consists of fire-clay, or other ceramic clays of a suitable character, molded into the cylindrical shape shown in the drawing, and burned in a kiln in the ordinary way. Said blocks are made with a hole, B, entirely through them, thereby constituting them of a tubular nature; also, a groove may be cut transversely in the end, as shown at C, and also a groove or notch—one or more—may be cut around them, as will be seen at D, the purpose of which will presently be shown.

The manner of constructing a roadway with the above-described blocks is as follows: The road-bed is first prepared with a strong and properly-graded bottom, composed of any appropriate material, whereon is then set endwise the cylindrical blocks, in the order as shown in Fig. 1, in which it will be seen that the grooved end is upward. The blocks being thus set and arranged, the interstices between them and the holes B are filled with cement,

thereby forming a compact, solid surface for a roadway.

Instead of cement, a concrete of sand, gravel, &c., may be used. The filling between the blocks, being of a softer nature than the blocks themselves, will wear away the fastest, leaving the ends of them somewhat above the cement or filling, thereby making the surface rough, so that horses may not slip thereon. Naturally the edges of the blocks will wear down faster than the more central part. In order to prevent them from wearing to a central point is the purpose of the holes B in them, which, in consequence of being filled with softer material than the blocks, will leave the edges of the hole to wear down. There being no center to form a point, the blocks will therefore continue to be worn down nearly, if not quite, level. The purpose of the groove C is to afford a foot-hold for the horses' feet when the pavement is new, and before the filling has been so much worn out from between the blocks as to give a foot-hold to the horse by means of the interstices, by which time the grooves may have been worn away and obliterated; the interstices will then answer the place of the grooves for the purpose specified. The notches or grooves D, made in the side of the blocks, are to prevent them from settling down. To this end the cement or filling will fill the grooves or notches, thereby offering a shoulder for resisting the downward tendency of the blocks when subjected to any unusual or extraordinary pressure from above.

In using the above blocks for sidewalks, or other foot-pavements, the cementitious filling may be colored, thereby giving a pleasing effect to the character and appearance of the pavement. The blocks used for this latter pavement should be worked down to an even, smooth surface. To this end a harder cement should be used for the filling than that employed in a roadway, which roadway should not be of a smooth surface, but a roughened one, to secure a foot-hold for horses.

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

1. The herein-described pavement, consisting of the tubular cylindrical blocks A, made

of the material specified, and arranged as set forth, and the interstices between and the hole or bore of said blocks filled with cement or other material, in the manner as and for the purpose set forth.

2. The tubular cylindrical blocks A, consisting of fire-clay or other ceramic material,

burned in a kiln or otherwise, for roadways and foot-pavements, as herein set forth.

WILMOT H. GARLICK.

Witnesses:

W. H. BURRIDGE,

H. L. SIZER.