

(No Model.)

J. G. BRYAN.
WASH PAVE.

No. 331,032.

Patented Nov. 24, 1885.

FIG. 3.

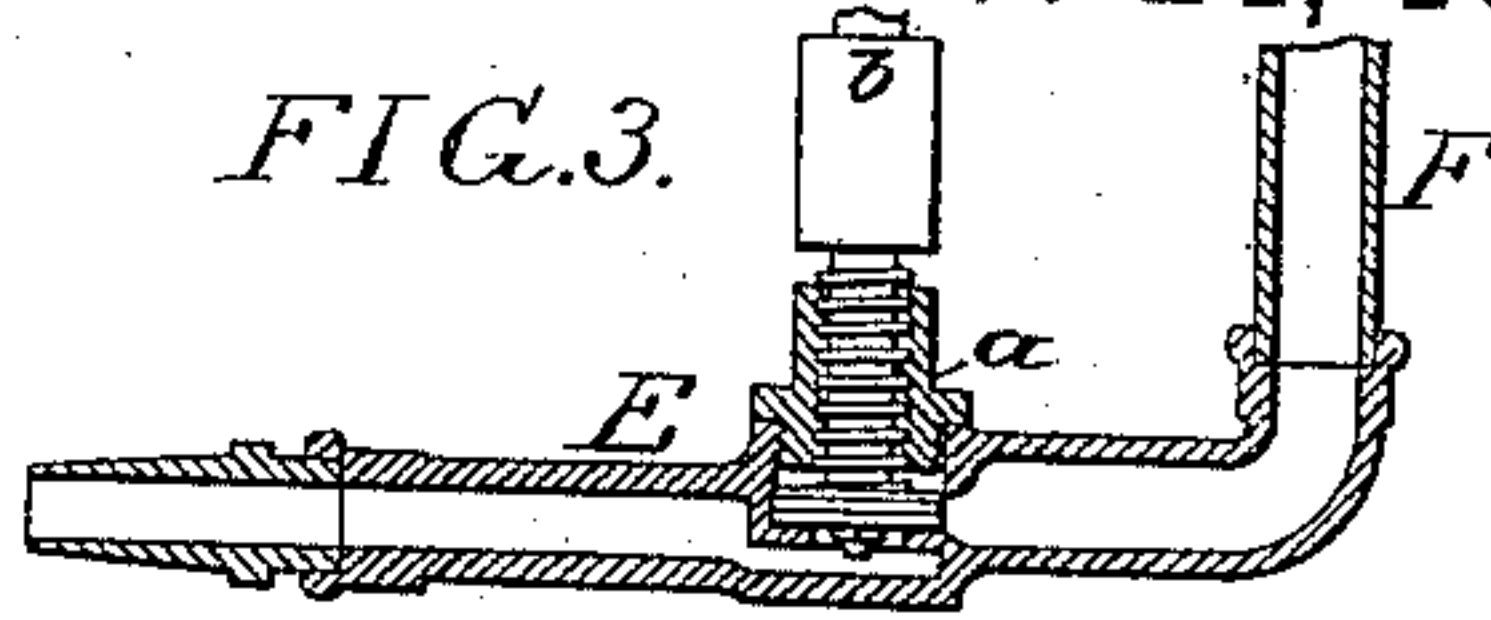


FIG. 1.

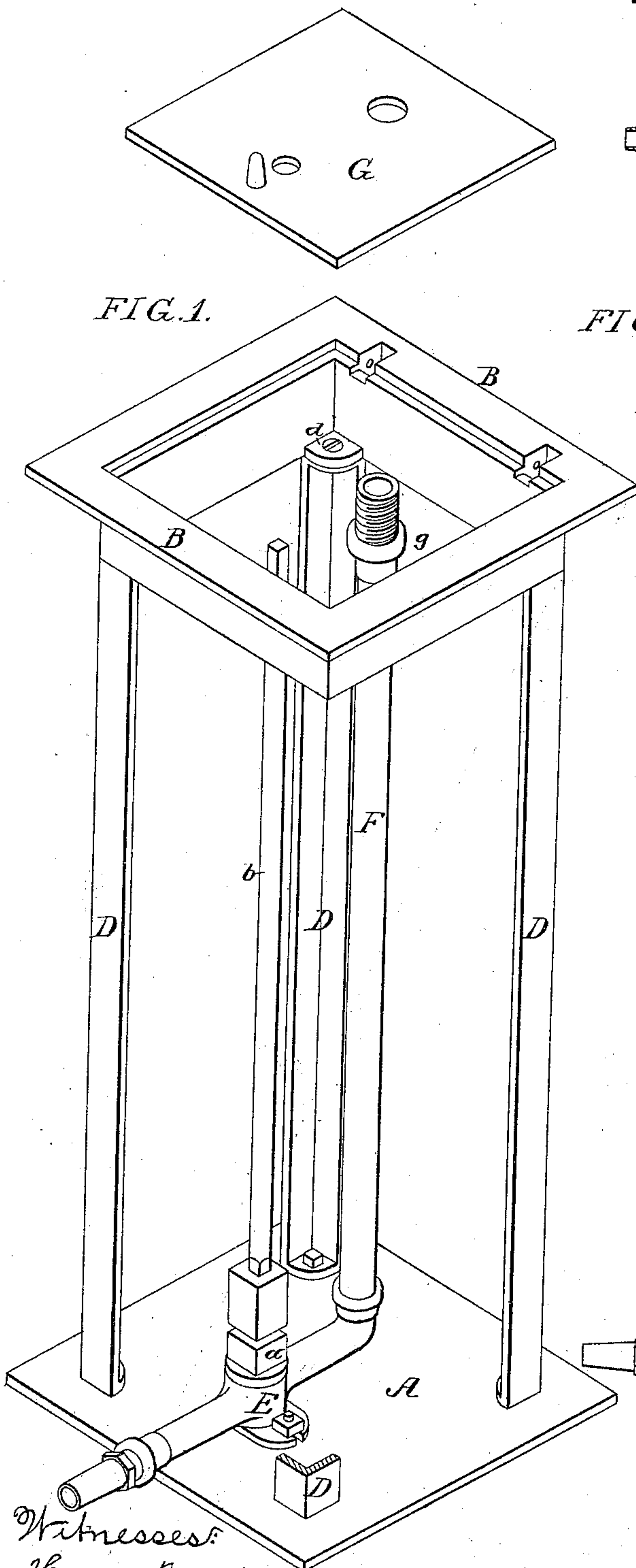
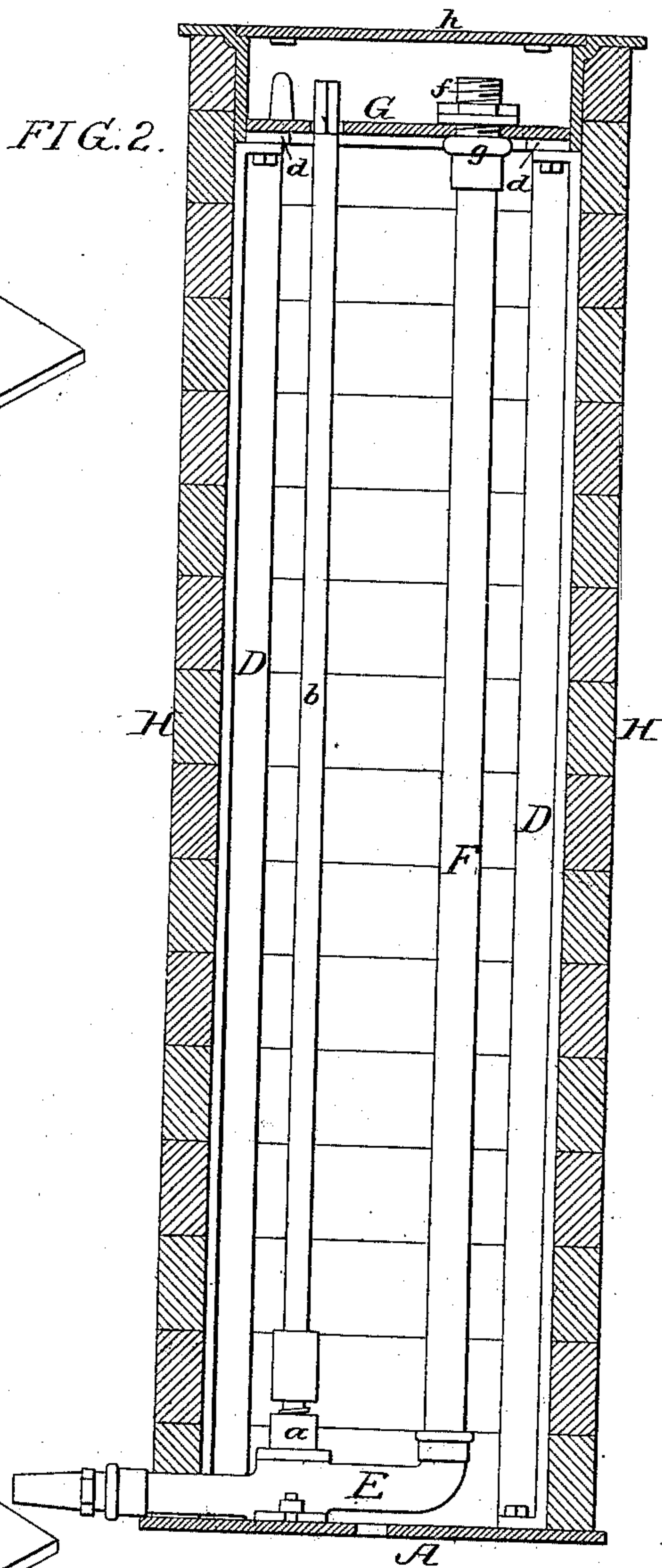


FIG. 2.



Witnesses:
Henry Bossert.
Harry Drury

Inventor:
James G. Bryan
by his Attorneys
Howe and Fry

UNITED STATES PATENT OFFICE.

JAMES G. BRYAN, OF PHILADELPHIA, PENNSYLVANIA.

WASH-PAVE.

SPECIFICATION forming part of Letters Patent No. 331,032, dated November 24, 1885.

Application filed February 9, 1885. Serial No. 155,415. (No model.)

To all whom it may concern:

Be it known that I, JAMES G. BRYAN, a citizen of the United States, and a resident of Philadelphia, Pennsylvania, have invented certain Improvements in Wash-Paves, of which the following is a specification.

The object of my invention is to so construct a wash-pave that the upheaval of the same by frost will be prevented, the usual wooden box or casing dispensed with, and facilities afforded for the ready removal of the stop cock or valve, when desired.

In the accompanying drawings, Figure 1 is a perspective view of the frame of my improved wash-pave, the cover being removed, and the cap-plate lifted from the frame and one of the post or bars of the frame broken away; Fig. 2, a sectional view of the wash-pave with its inclosing structure, and Fig. 3 a sectional view of the detachable stop cock or valve used in connection with the device.

The frame of my improved wash-pave consists of a foundation or anchor plate, A, an upper frame or box, B, these parts being preferably of rectangular form, and four posts or bars, D, one at each corner, whereby the frame B and plate A are secured together at the proper distance apart.

Secured to the foundation-plate A is the valve-casing E, which communicates at one end with the pipe F, and is constructed at the other end for attachment to the service-pipe, this casing having a detachable nut, a, to which is adapted the threaded portion of the valve-stem, which can be operated as usual by means of a suitable rod or handle, b, the upper end of which projects through an opening in the cap-plate G, the latter resting upon lugs d on the frame B, to which the upper ends of the post or bars D are secured. Through another opening in this plate extends the upper end of the pipe F, a jam-nut, f, and collar g, serving to secure the pipe to the plate. The top of the frame B is closed with the usual cover-plate h, which is removed when access has to

be had to the valve rod or pipe. As the anchor-plate a is so far below the surface of the ground as to be free from the upheaving influence of frost, it serves to retain the frame B in proper position and prevent the lifting of the same above the level of the pavement. The plate also serves as a base for the quadrangular structure H, of brick-work, which takes the place of the usual wooden box as a means of inclosing the valve, valve-rod, and discharge-pipe. When access has to be had to the valve, the cap-plate G is first released by unscrewing the jam-nut f on the pipe F, and on the removal of said plate access can be had to the nut a of the valve-casing, and on unscrewing the latter the valve can be lifted from the casing without any disturbance of the latter.

I claim as my invention—

1. A wash-pave frame consisting of the lower projecting anchor-plate, A, the upper box or frame, B, and posts or bars D, secured to said anchor-plate and frame B, and serving to connect the two together and to support said frame B, as set forth.

2. The combination of the lower projecting anchor-plate, A, the upper box or frame, B, the connecting-posts D, which support the frame, and the brick-work structure H, resting upon the projecting portion of the anchor-plate, as specified.

3. The combination of the anchor-plate A, the top frame, B, and the posts D, supporting said frame, with the pipe F, and the detachable cap-plate G, independent of the frame B, and confined between a collar and nut on said pipe F, as set forth.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JAMES G. BRYAN.

Witnesses:

HENRY BOSSERT,
HARRY SMITH.