(No Model.)

J. McG. CROFT.

WOODEN PAVEMENT.

No. 343,162. Patented June 8, 1886.

Fig. II.

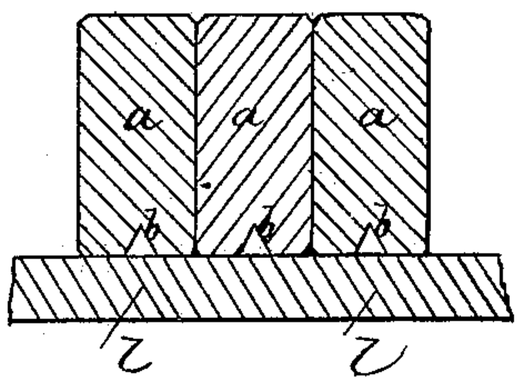


Fig. III.

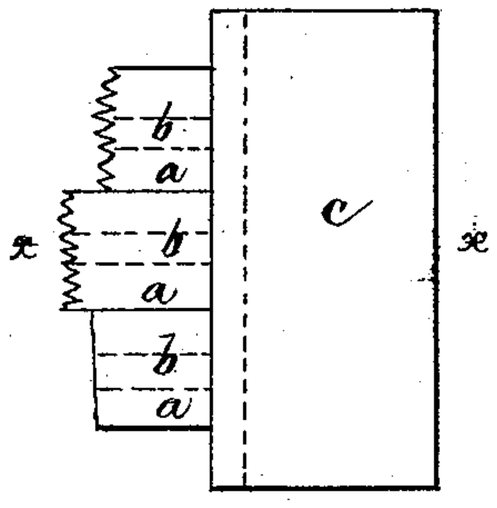


Fig. V.

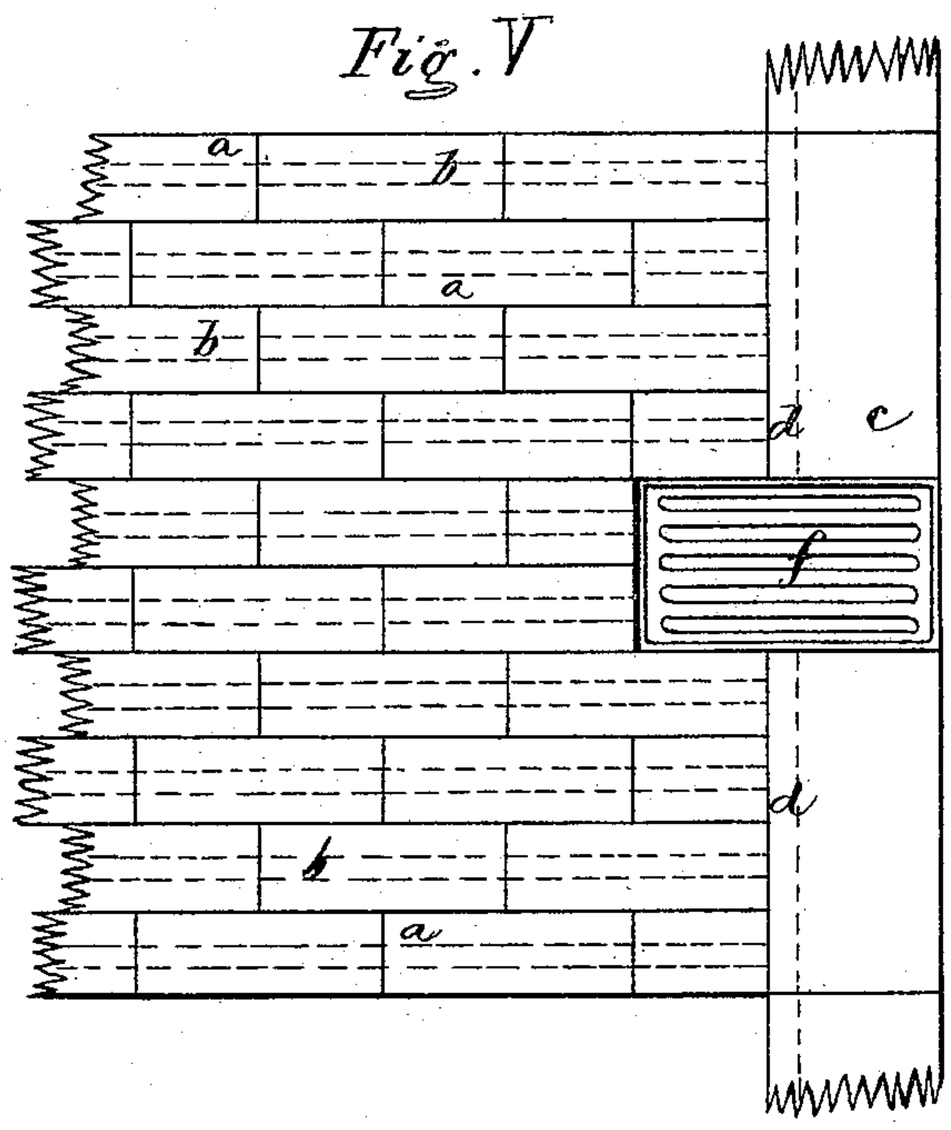


Fig. IV.

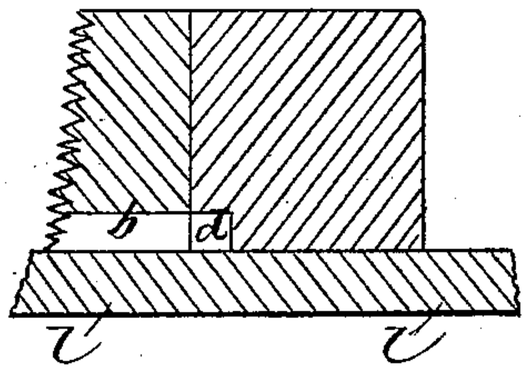
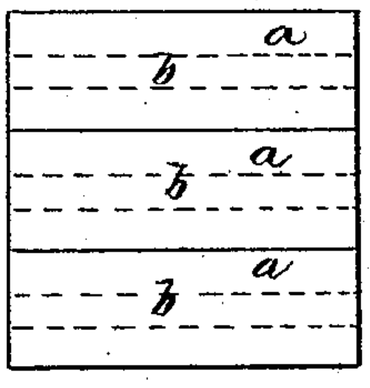


Fig. I.



WITNESSES:

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JOHN McGREGOR CROFT, OF LONDON, COUNTY OF MIDDLESEX, ENGLAND.

WOODEN PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 343,162, dated June 8, 1886.

Application filed May 28, 1884. Renewed May 6, 1886. Serial No. 201,403. (No model.) Patented in England January 1, 1884, No. 138, and in France February 2, 1884, No. 148,621.

To all whom it may concern:

Be it known that I, JOHN MCGREGOR CROFT, a subject of the Queen of Great Britain, residing at 15 Abbey Road, St. John's Wood, London, in the county of Middlesex, England, physician, have invented new and useful Improvements in Wooden Paving, of which the following is a specification.

My invention relates to the paving with wooden blocks of roads, alleys, paths, or other ways or spaces, and has for its object to produce a wooden pavement that will keep comparatively dry, and will not be liable to get out of shape, as is the case with wooden pavement of the ordinary descriptions heretofore usually employed. For this purpose I form in the lower portions of the wooden paving-blocks grooves or channels, and I lay these grooved or channeled blocks in rows transverse to the road or way, so that the groove or channel of one block aligns with those of the blocks adjoining it. Thus there is formed across the road or way under the wooden blocks and between them and the asphalt, concrete, or other surface whereon they rest a series of channels or passages. At the sides of the road or way blocks are laid having in them grooves or channels arranged lengthwise of the road or way, and the transverse channels or passages are connected with these longitudinal channels or passages, so that water can flow by the transverse into the longitudinal channels or passages, and thence to gullies or drains.

By my invention the pavement, being kept comparatively dry, will not be liable to rot, will be more pleasant to travel upon, and will afford a better foothold to draft-animals than is the case with ordinary wooden pavement.

In the accompanying sheet of illustrative drawings, Figure I is a plan or top view of three transverse wooden paving-blocks, and Fig. II is an end view of the same. Fig. III is a plan or top view of one of my improved longitudinal wooden paving-blocks with portions of three adjacent transverse blocks, and Fig. IV is a vertical section of the same in the line *x x*. Fig. V is a plan or top view to a smaller scale of a portion of a road or way, showing the manner in which my improved paving-blocks are arranged.

a a are wooden paving-blocks, which may be of the ordinary form, but each of which is provided at its lower surface with a groove, channel, or passage, *b*, which may be of any desired cross-sectional form. These blocks, which I term "transverse paving-blocks," are arranged in rows transverse to the road or way upon which they are laid, and in such manner that the groove or channel *b* of all the blocks in such row shall be in line, as shown in Fig. V.

c c are wooden paving-blocks, which may also be of ordinary form, but each of which is provided at one side of its lower surface with a longitudinal groove, channel, or passage, *d*. These blocks *c*, which I call "longitudinal paving-blocks," are arranged longitudinally, and at each side of the road or way in such manner with relation to the blocks *a* that the grooves, channels or passages *b* are in communication with the grooves, channels, or passages *d*, as clearly shown in Figs. III, IV, and V.

l is an asphalt, concrete, or other bed or road upon which the blocks are laid, and *f* the grid of a gully or trap in connection with the drains. It will thus be evident that any water which may find its way between the paving-blocks and the bed upon which they rest can readily flow by the transverse grooves, channels, or passages, into the longitudinal grooves, channels, or passages, and thence to the gullies and drains.

It will be readily understood that I may employ grooves, channels of passages of various forms in transverse section; also, that each block may have more than one channel or passage in it.

By my invention, as above stated, the pavement, being kept comparatively dry, will not be liable to rot, it will be more pleasant to travel upon than wooden pavement as heretofore usually constructed, and will afford a better foothold to draft-animals than is the case with ordinary wooden pavement. Roads or ways constructed as above are also comparatively noiseless.

Having thus described the nature of my said invention, and the manner of carrying it into practical effect, I hereby reserve to

myself the right to vary the dimensions, proportions, and details as may be found desirable in practice.

What I claim as my invention, and desire to have secured to me according to law, is—

In a wood pavement, the blocks *a*, with grooves *b*, in combination with the blocks *c*, with openings *d*, and the grid *f*, all arranged substantially as and for the purpose set forth.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 1st day of April, 1884.

JOHN McGREGOR CROFT.

Witnesses:
T. MORGAN,
ALAN C. COMERFORD.