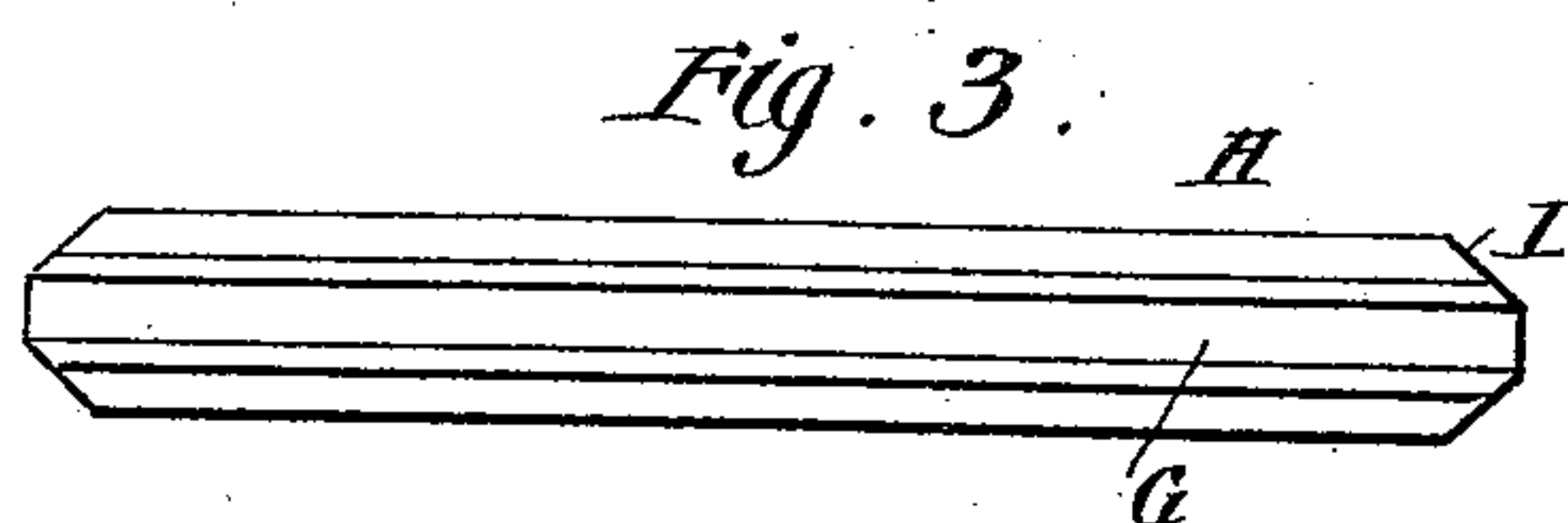
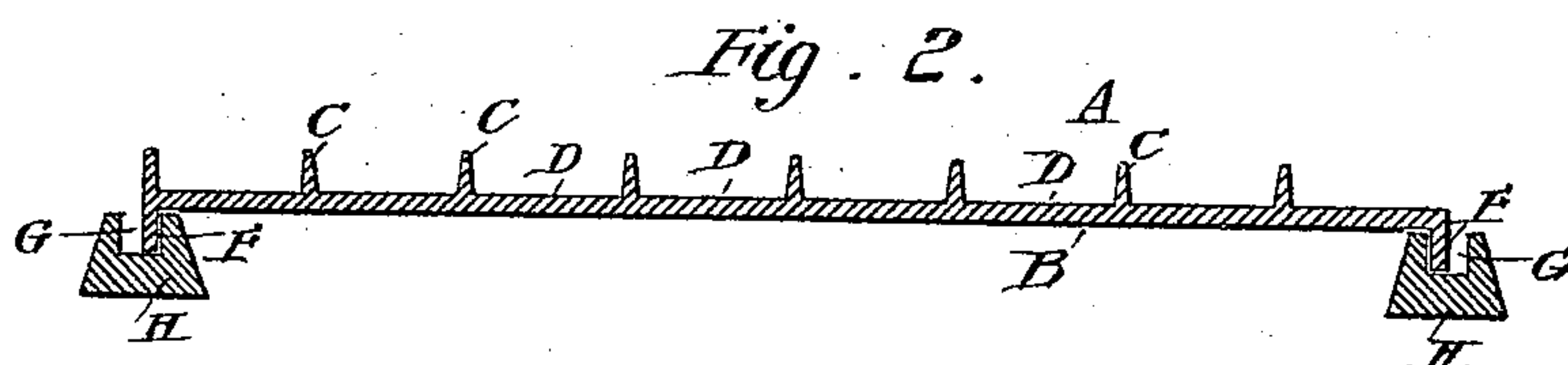
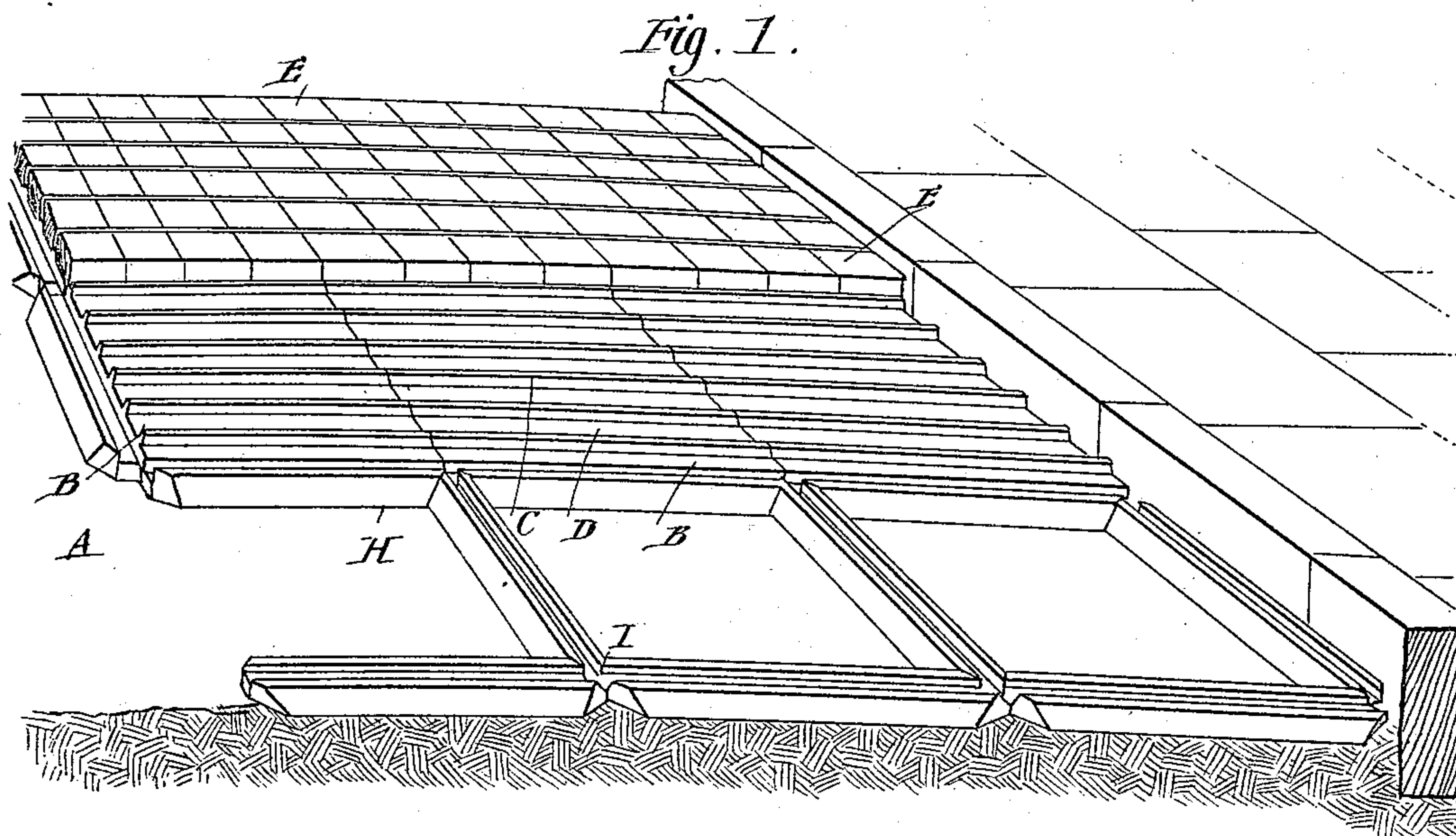


(No Model.)

F. C. SCHMIDT.  
PAVEMENT.

No. 442,784.

Patented Dec. 16. 1890.



WITNESSES:

H. Clark.  
C. Sedgwick

**INVENTOR:**

INVENTOR:  
F. C. Schmidt

BY

Munn & Co

**ATTORNEYS**



# UNITED STATES PATENT OFFICE.

FREDERICK CANNING SCHMIDT, OF NEW YORK, N. Y.

## PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 442,784, dated December 16, 1890.

Application filed May 15, 1890. Serial No. 351,906. (No model.)

*To all whom it may concern:*

Be it known that I, FREDERICK CANNING SCHMIDT, of the city, county, and State of New York, have invented a new and Improved  
5 Pavement, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved pavement which is simple and durable in construction, can be very readily  
10 laid, and prevents sagging of the paving-blocks.

The invention consists in certain parts and details and combinations of the same, as will be described hereinafter, and then pointed  
15 out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

20 Figure 1 is a perspective view of the improvement as applied. Fig. 2 is a longitudinal section of one of the plates and its supports, and Fig. 3 is a plan view of one of the supports.

25 The improved pavement A is provided with plates B, preferably made of cast metal, of suitable sizes, and having on top transversely-extending ribs C, placed equal distances apart and arranged parallel, as is plainly shown in  
30 Fig. 1. The parallel ribs C thus form continuous channels D, in which the paving-blocks E are set one alongside the other, the several rows being divided by the thin wedge-shaped ribs C.

35 On the ends of each plate B and on its under side are secured downwardly-extending flanges F, adapted to pass into channels G, formed in the tops of supporting-beams H, adapted to be laid on the ground and provided with beveled ends I, so as to permit of  
40 readily joining several beams to form a frame or support for all the sides of the plate. The channels G are sufficiently wide to admit two flanges F of adjoining plates, so that several  
45 plates are connected with each other by the respective supporting-beams H.

In order to lay the pavement I proceed as follows: The ground is first put in the proper condition to receive the beams H, which are  
50 placed on the ground so as to form rectangular frames, the beveled ends I adjoining each

other, as is plainly illustrated in Fig. 1. A plate B is then placed in the first frame formed by the beams H so that its flanges F pass into the channels G and the ribs C extend transversely across the street. A plate  
55 B is then placed alongside the first plate on the next frame of beams so that the ribs C are in line with the ribs of the first plate. This operation is repeated until the plates are  
60 laid from curb to curb, so that continuous channels are formed from one side of the street to the other by the parallel ribs of the several plates. A similar row of plates is  
65 placed on the next following frame of beams H, so that finally the street is covered with plates B in the manner previously described. The paving-blocks are then placed into the continuous channels D, and the intervening  
70 spaces between the rows of blocks may be filled in with suitable material, such as sand, gravel, asphaltum, &c.

No spaces need be formed between adjoining paving-blocks in one of the channels; but they may be separated, if desired, and the  
75 space filled in with sand, asphaltum, &c.

It will be seen that a pavement thus formed is very durable in construction and can be very readily and quickly laid at a small cost, no skilled labor whatever being required.  
80 It will further be seen that, as the paving-blocks are supported on solid plates which in turn have a good foundation, the paving-blocks are not liable to sag, as is so frequently the case in pavements as now constructed.  
85

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. In a pavement of the character described, the beam H, having a groove G from end to  
90 end on its upper side and having its sides beveled at both ends, as shown at I, substantially as set forth.

2. In a pavement, the plate B, having block-receiving channels on its upper side and a  
95 marginal flange F depending from each of its several side edges, substantially as set forth.

3. In a pavement, the combination, with four beams H, beveled, as shown at I, and each having a groove G on its upper side, extending from end to end to form a continuous  
100 rectangular channel, of the plate B, having

block-receiving channels on its upper face and four depending marginal flanges F to enter the channel formed by the grooves G, substantially as set forth.

- 5 4. In a pavement, a series of beams H, placed in parallel lines across the street, with their ends beveled at both sides, as shown at I, and formed in their upper faces from end to end with grooves G, a series of similarly-  
10 constructed transversely-arranged beams, the beveled ends of which fit the  $\Lambda$ -shaped recesses formed at the abutting ends of the first-named beams, and the rectangular plates

B, placed side by side across the street and having depending marginal flanges around 15 their four sides entering the rectangular channels formed by the grooves G, the upper face of each plate having a series of parallel ribs, the ribs of the several series being in alignment and forming parallel transverse block- 20 receiving channels, substantially as set forth.

FREDERICK CANNING SCHMIDT.

Witnesses:

THEO. G. HOSTER,  
EDWD. M. CLARK.