

(No Model.)

S. B. JEROME.  
PAVEMENT.

No. 445,114.

Patented Jan. 20, 1891.

Fig. 1.

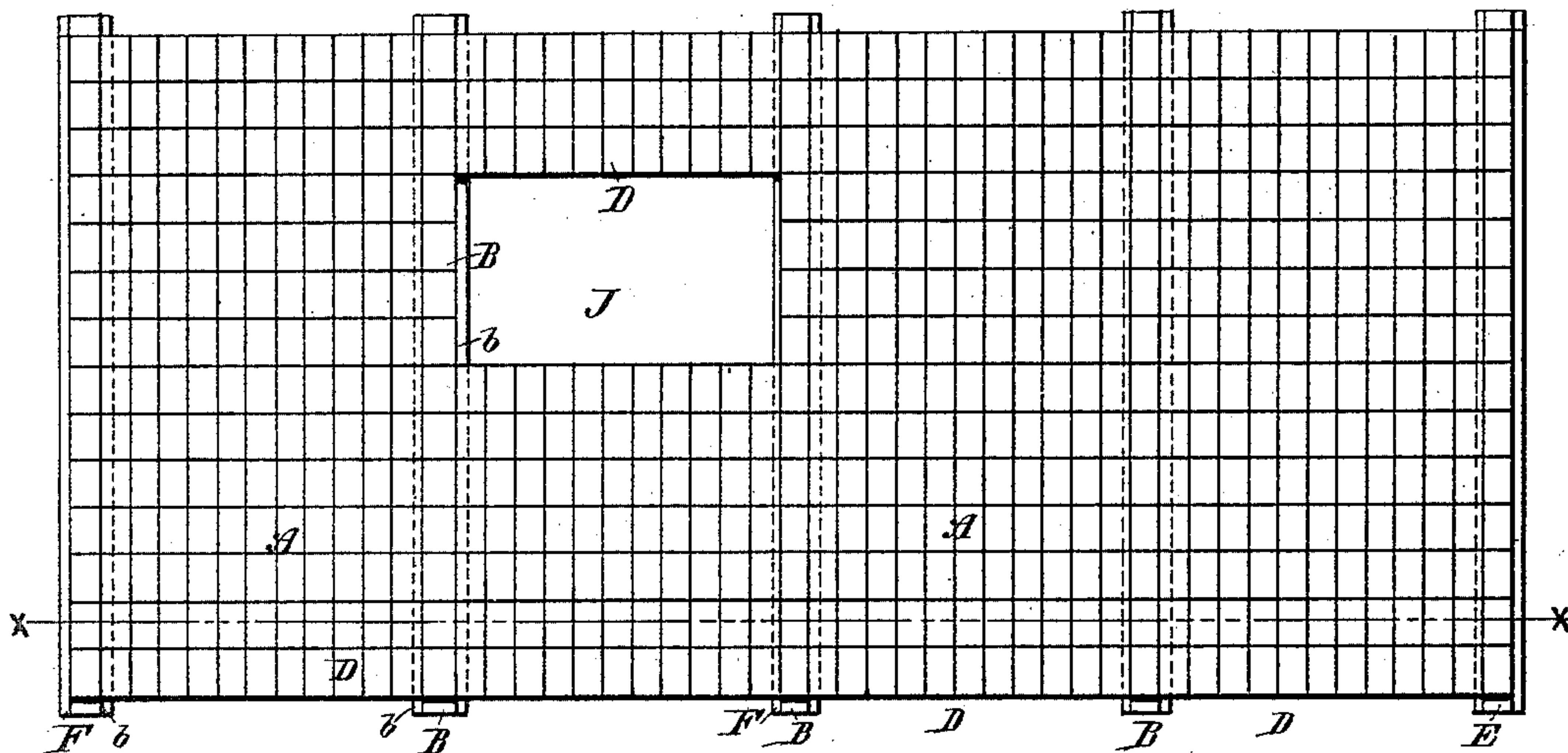


Fig. 2.

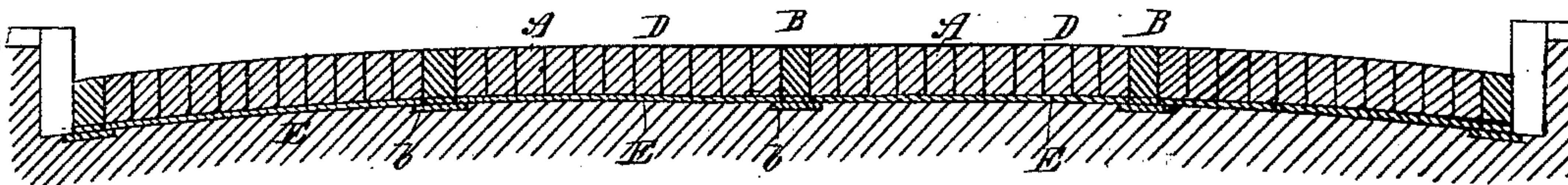


Fig. 3.

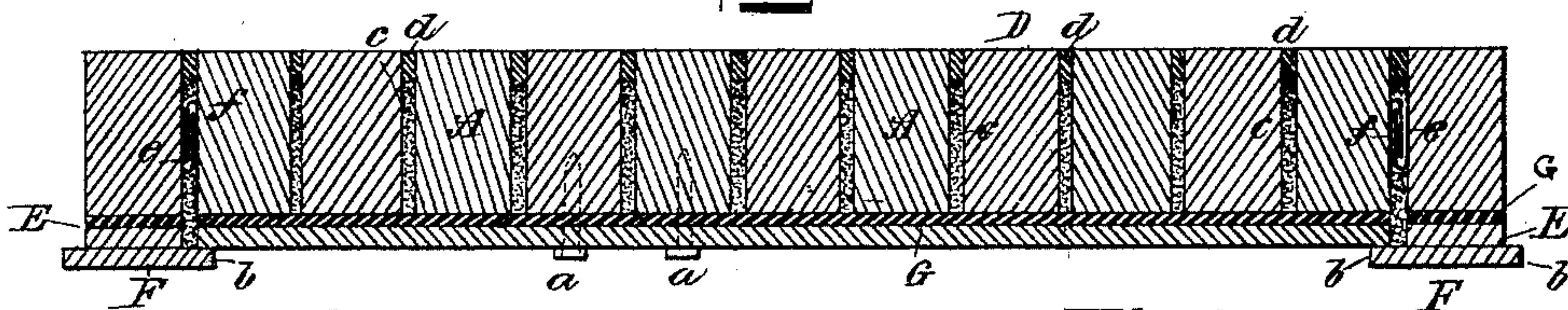


Fig. 4.

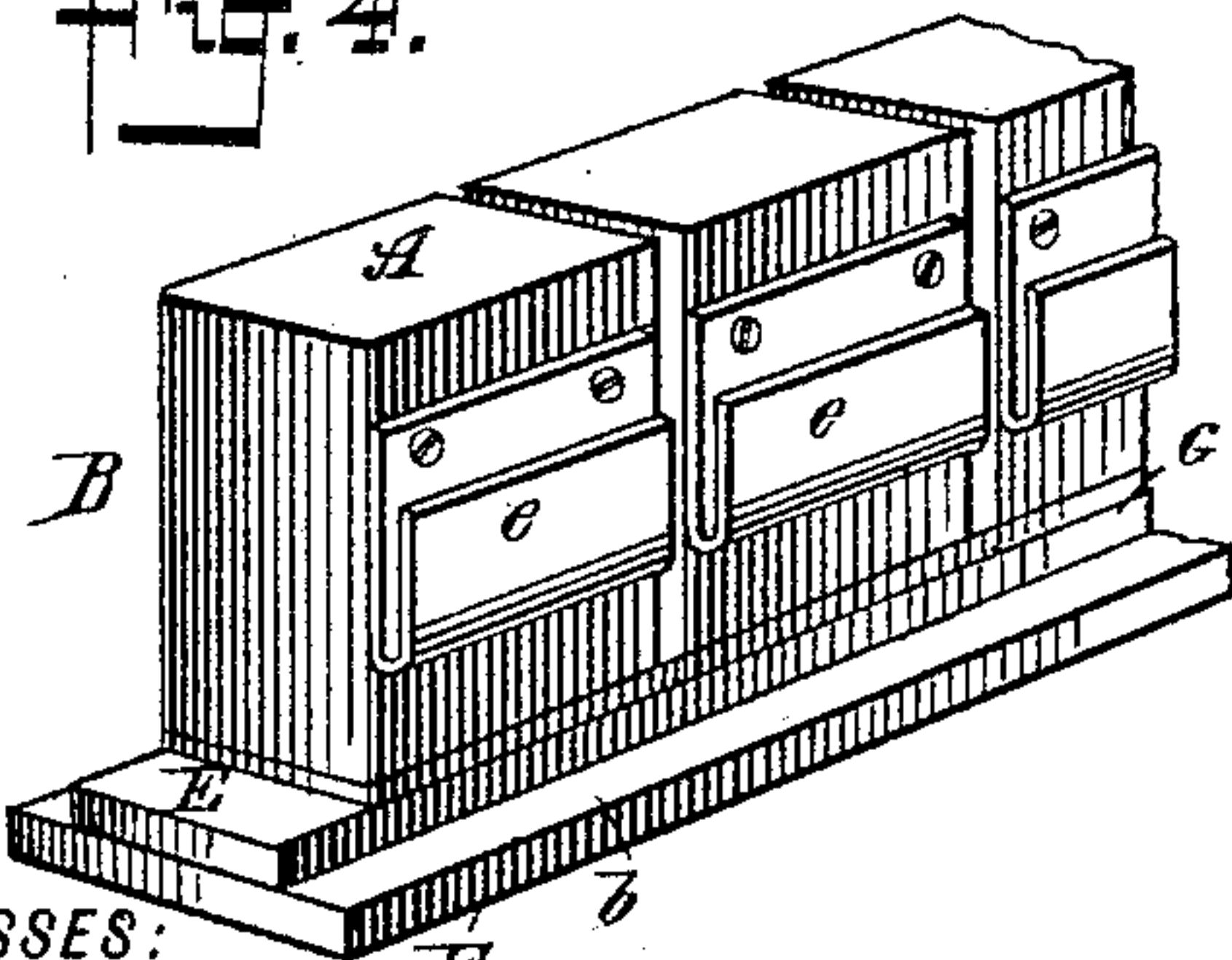
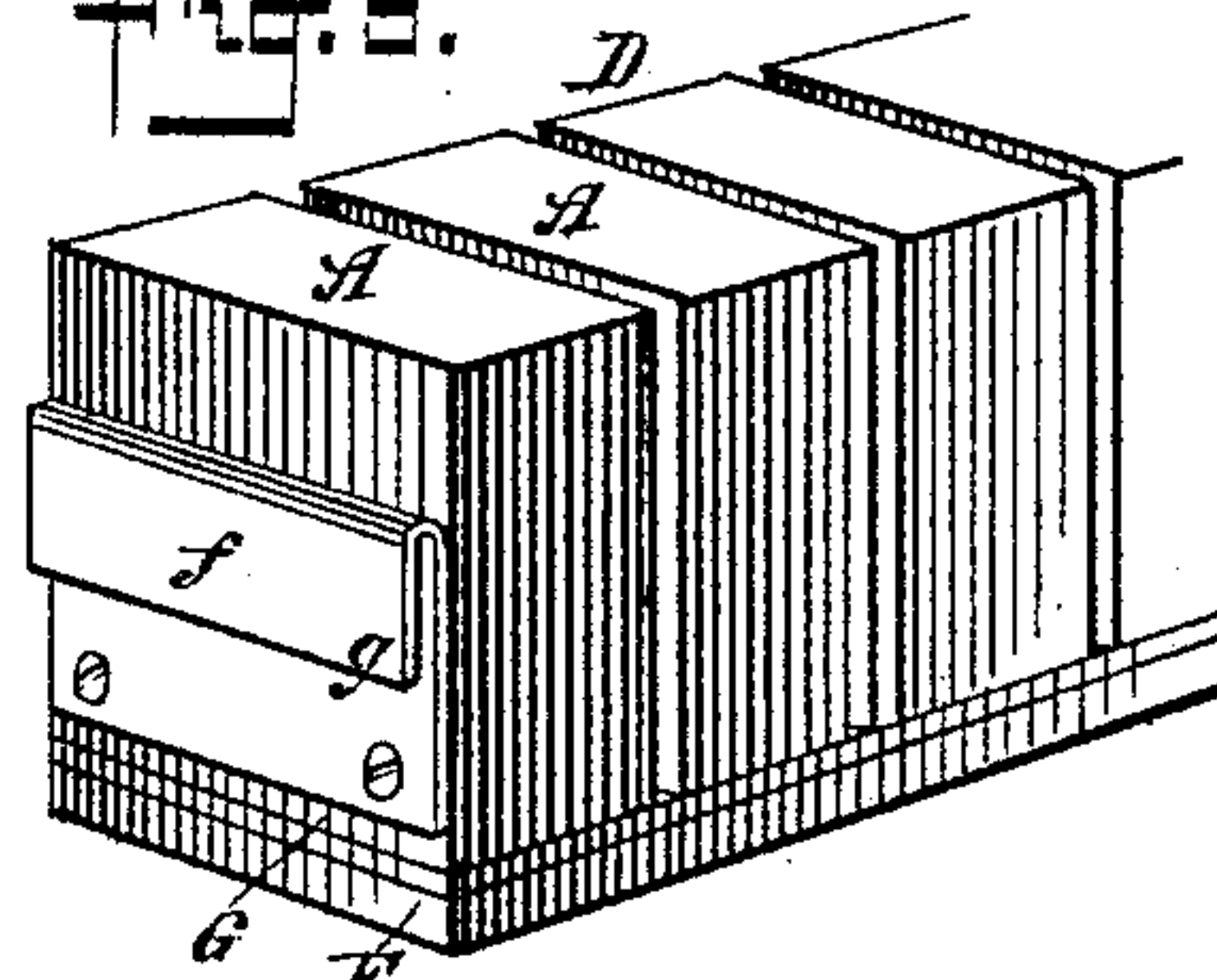


Fig. 5.



WITNESSES:

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# UNITED STATES PATENT OFFICE.

SAMUEL B. JEROME, OF NEW YORK, N.Y.

## PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 445,114, dated January 20, 1891.

Application filed April 21, 1890. Serial No. 348,817. (No model.)

*To all whom it may concern:*

Be it known that I, SAMUEL B. JEROME, a citizen of the United States, and a resident of New York city, county and State of New York, have invented certain new and useful Improvements in Pavements, of which the following is a specification.

The object of my invention is to so improve the construction of wood pavements that any desired part of the pavement can be taken up and replaced without interfering with the rest of the pavement, and whereby, also, the blocks will be cushioned to reduce the hardness and rigidity of the pavement when subjected to the travel over the pavement.

The invention consists in the novel details of improvement and the combination of parts that will be more fully hereinafter set forth, and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming part of this specification, wherein—

Figure 1 is a plan view of my improved pavement, a few sections being removed. Fig. 2 is a cross-section on the plane of the line  $x x$ , Fig. 1. Fig. 3 is a detail view, enlarged, of the parts shown in Fig. 2. Fig. 4 is a detail perspective view of part of a longitudinal section, and Fig. 5 is a similar view of part of a cross-section of pavement.

In carrying out my invention I connect a certain desired number of blocks A to form sections B D. The sections B, I call "longitudinal" sections, and place them lengthwise of the street at certain distances apart to form certain areas, said distances being determined by the length of the cross-sections D, (see Figs. 1 and 2,) which cross-sections D are placed between the sections B to fill up said areas, as shown. I form said sections by securing the desired number of blocks A on end to a board E by means of nails or spikes  $a$ , as shown. The longitudinal sections B, I prefer to make quite long—say thirty feet. The board E of the sections B, I secure to a base-board F, that projects laterally on opposite sides of the blocks A, forming ledges  $b$ , as shown, upon which the ends of the cross-sections D are to rest, as shown.

Between the blocks A and the boards E, I place a cushion G, which may consist of a

strip of tarred water-proof felt or other suitable material, which acts to reduce the hardness and rigidity of the pavement when subjected to travel over it. The noise of that traffic will be deadened and the durability of the blocks prolonged by this cushion.

The sections D, I prefer to make quite short—say about five feet long—so that a narrow part of the pavement may be taken up at a time without disturbing the rest of the pavement. I prefer that the boards E of the sections should come about flush with the vertical sides of the blocks A, as shown, so as not to interfere with the laying down or removing of the sections. I prefer to leave a space between each block A, which I fill up nearly to the top of the blocks with gravel, sand, or the like  $c$ , and on top of this I pour in asphalt or the like  $d$  to prevent the entrance of water. I may also leave a similar space between the sides of the blocks of the cross-sections and fill in with gravel and asphalt, as stated.

The ends of the sections D, I prefer to lock to the sides of the longitudinal sections B, and for this purpose I place suitable clamps  $e$  on the sides of the blocks A of the sections B and corresponding clamps  $f$  on the ends of the cross-sections D, which clamps interlock when the sections are in position, as in Fig. 2. By this means the sections are removably held together.

Any suitable clamps may be used, the clamps I have shown being metal plates doubled back, the open part of those  $e$  on the sections B extending upward, while the clamps  $f$  are inverted or extended downward, so that the lips  $g$  of one clamp  $f$  may enter the open part of the corresponding clamp  $e$ , as in Fig. 2.

My improved pavement is placed in position in the street or roadway as follows: The road-bed is first rounded off to the desired curve and rolled and the longitudinal sections B placed in position lengthwise of the street at the desired distances apart to form certain-sized areas J. The sections D are then placed between the sections B across said areas, so that their ends come against or close to opposite sections B, and the clamps interlock, as shown. The sections D are thus placed side by side to fill up the road-bed longitudinally. The gravel  $c$  is then filled in



between the blocks A and the asphalt *d* poured in, as before stated. The sections are now all practically secured together and a firm pavement produced.

5 When it is desired to dig trenches or reach underground pipes, it is only necessary to take up the cross-sections D directly over said pipes, or where the trench is to be dug, and to place them to one side. The rest of  
10 the road-bed remains undisturbed, and the sections can be readily replaced and the road-bed be left in its original condition. The ledges *b* act to keep the surface of the pavement true and uniform and in its normal con-  
15 dition.

It will be seen that any section D can be removed without in any manner interfering with another section. If one section should become worn or broken, it can be removed  
20 and another put in with very little trouble and without disturbing the rest of the pavement.

The cushion between the blocks and the supporting and connecting board increases  
25 the durability of the block-surfaces, the contact between the block and base being broken. The pressure and weight of heavy loads upon the sections will not bear solely upon the blocks immediately under the weight, but will  
30 be borne in part by the lateral adjoining blocks of the sections under pressure.

To make a sure foothold for horses on steep grades, &c., every alternate block A may be made slightly less in height than the adjoining one, thereby leaving slight depressions in  
35 the pavement for the horses' feet to catch in.

The blocks and boards are to be chemically treated—say with creosote-oil—to make them impervious to water, &c.

40 My improved pavement is particularly useful as a flooring or roadway upon bridges, &c., as it will not warp and the elements have practically no injurious effects upon it.

This improved pavement is cheap to make  
45 and lay, and repairs can be easily and quickly effected. The sections D are interchangeable, so that the laying of the pavement will be expedited.

Having now described my invention, what  
50 I claim is—

1. Pavement-sections composed of blocks placed side by side, a board or base beneath

said blocks, to which base said blocks are rigidly secured, and a cushion of tough fabric rigidly held between said blocks and base, 55 whereby the parts are all immovably held together, and the sections can be lifted and transported while the parts remain connected, substantially as described.

2. Pavement-sections composed of blocks 60 placed side by side and a separate base-board to which said blocks are rigidly secured, which base-board extends laterally on opposite sides of said blocks, forming ledges upon which other sections can rest, whereby the parts com- 65 posing the sections will remain connected when the sections are moved, substantially as described.

3. Pavement-sections composed of blocks placed side by side and rigidly secured upon 70 a base-board extending laterally beyond said blocks, forming continuous ledges on opposite sides, combined with other sections composed of base-boards upon which blocks are rigidly secured and extending at right angles 75 to said other sections, and that rest at their ends upon said ledges, substantially as described.

4. The longitudinal base-board E and the cushion G of tough fabric on the same, com- 80 bined with the blocks A upon said cushion, and with spikes or the like that hold the blocks upon the base, and also hold said cushion between the blocks and the base, whereby the parts are all held firmly together in a 85 compact structure, substantially as described.

5. The longitudinal sections B, combined with the cross-sections D, whose ends are placed against the sections B, and with clamps between said sections B and D to hold them 90 together, substantially as described.

6. The longitudinal pavement-sections B, having clamps on their sides, combined with the cross-sections D, having corresponding clamps on their ends to engage the clamps on 95 the sections B, substantially as described.

In testimony that I claim the foregoing as my invention I have signed my name, in presence of two witnesses, this 19th day of April, 1890.

SAMUEL B. JEROME.

Witnesses:

T. F. BOURNE,  
G. H. CHAPPELL.