

E. ALCOTT.  
PAVEMENT.

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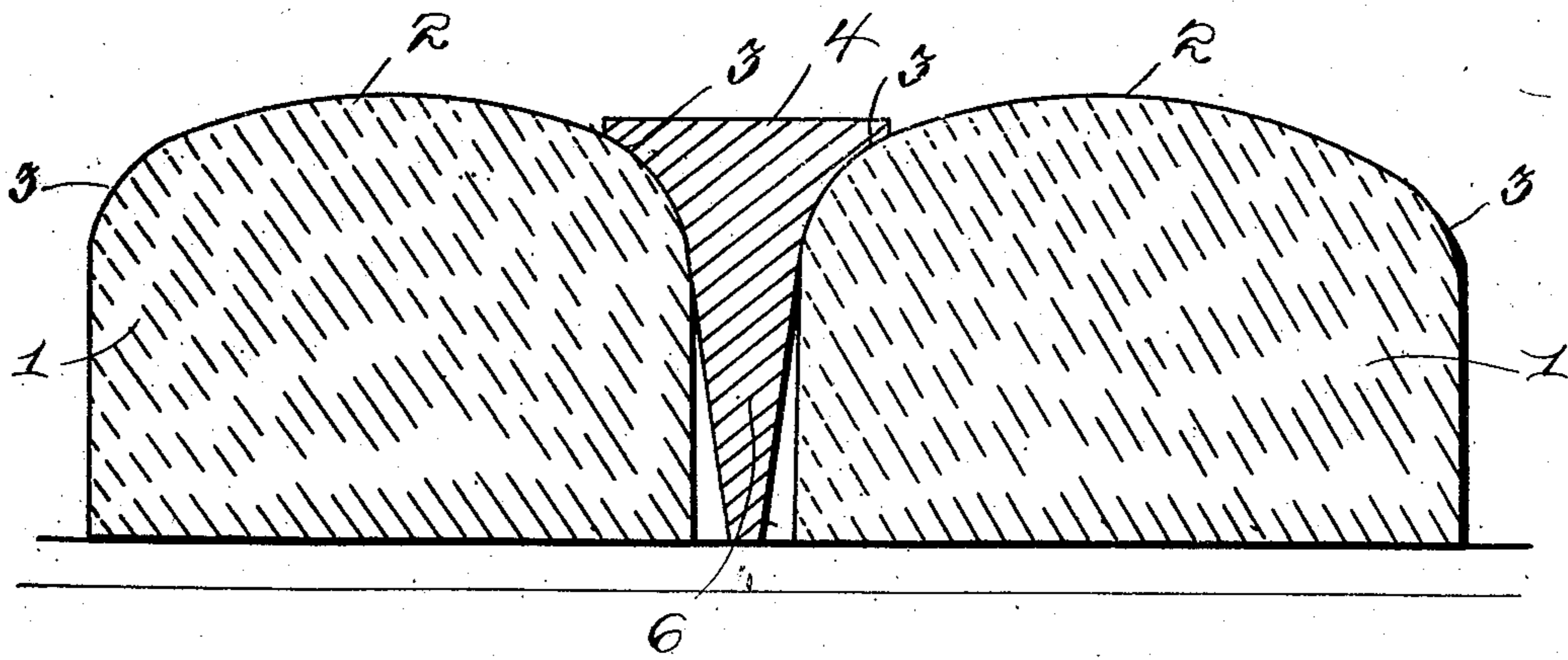
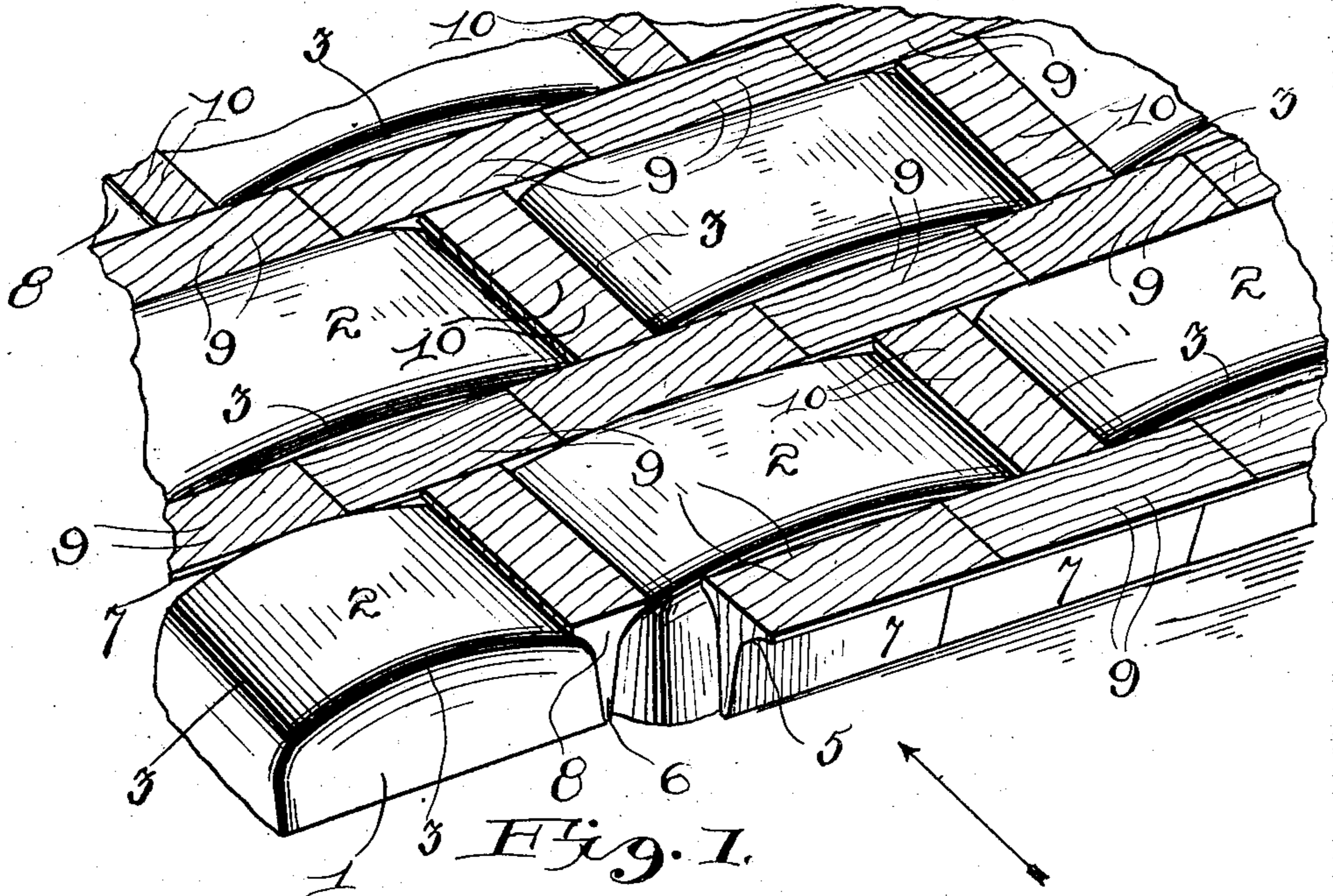
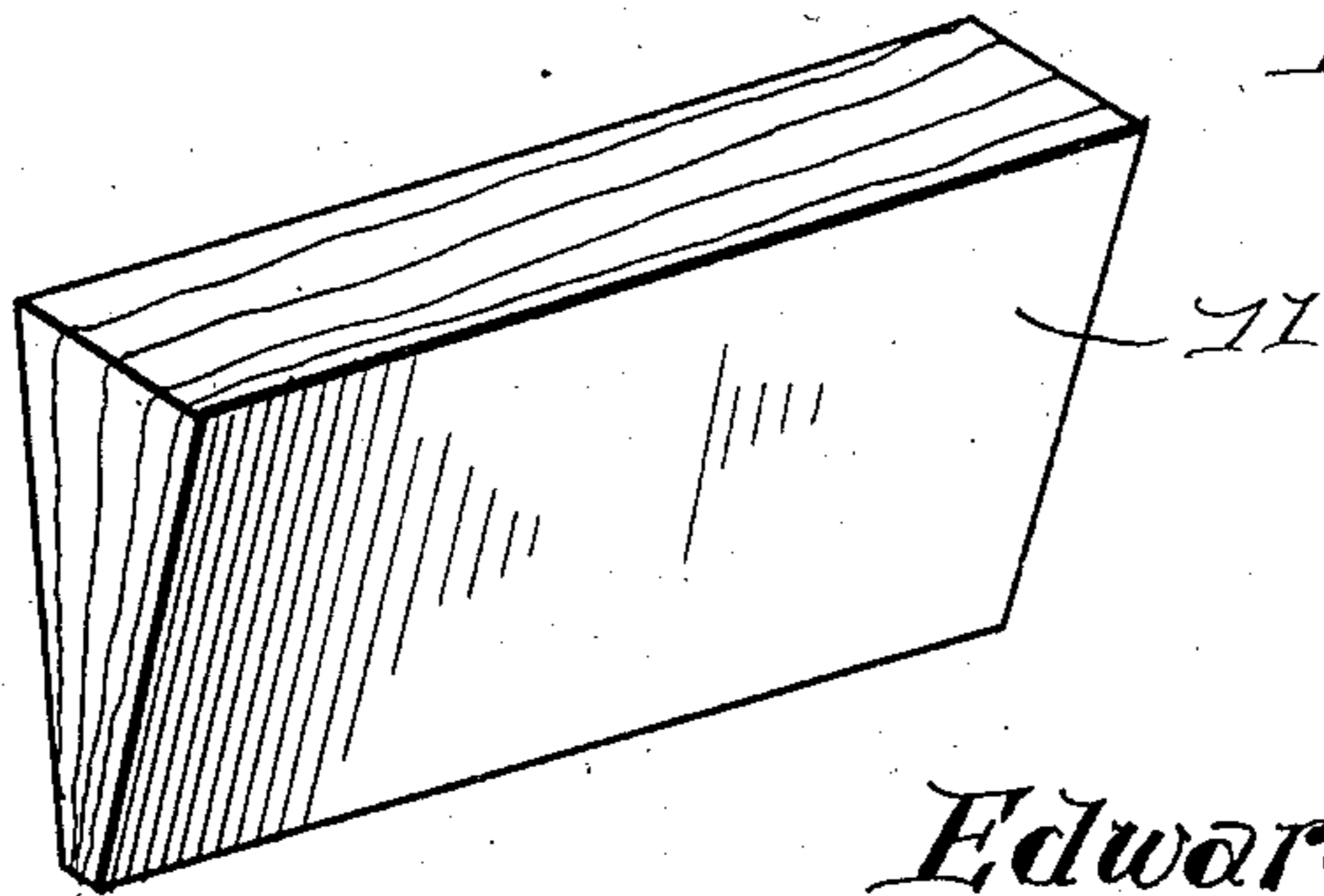


Fig. 3.



Witnesses  
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# UNITED STATES PATENT OFFICE.

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## PAVEMENT.

No. 929,366.

Specification of Letters Patent.

Patented July 27, 1909

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*To all whom it may concern:*

Be it known that I, EDWARD ALCOTT, a citizen of the United States, residing at 111 Broadway, in the city of New York, in the county of New York and State of New York, have invented certain new and useful Improvements in Pavements, of which the following is a specification, reference being had therein to the accompanying drawing.

10 This invention relates to the subject of paving, and it has particularly in view novel means for retaining in use the worn blocks of a pavement so that the uneven top surfaces thereof will be caused to wear smooth, and thereby provide a practically noiseless roadway, and at the same time permitting the old blocks to be continuously in use, thus materially cheapening the cost of the pavement and also prolonging its life.

20 The invention is of special value for use in connection with the common type of substantially oblong blocks of granite or the like which are laid with one of their flat edges uppermost, the blocks being suitably spaced by the interposed filling material, such as tar or other binding material. In practical use the edges of the blocks become worn on account of the pounding upon the same by horses and also by the wheels of vehicles, so that in a short time the top surface of the block becomes "humped" or rounded, which makes the roadway slippery, and also causing the traffic thereover to be exceedingly noisy, so much so that the blocks have to be discarded, and new blocks substituted therefor.

It is the primary aim of the present invention to provide a key to be fitted between "humped" blocks, so as to cause the traffic to exert its greatest force upon the centers or "humped" portions thereof, so as to cause said "hump" to be worn smooth.

In carrying out the objects of the invention generally stated above, it will, of course, be understood that the essential features thereof are necessarily susceptible of modification, certain preferred and practical embodiments of which are shown in the accompanying drawings, wherein:

50 Figure 1 is a perspective view of a portion of a roadway showing the rise of the improved wedging keys in position between the paving blocks. Fig. 2 is a detail cross sectional view of two paving blocks, showing the use of keys between the meeting ends

thereof. Fig. 3 is a perspective view of a modified type of key.

Referring to the drawings, and more particularly to Fig. 1 thereof, it will be seen that the improved paving has been shown as composed of the usual granite blocks 1, which are of a substantially oblong shape and arranged so that their upper surface projects transversely of the direction of traffic. This is the common arrangement, and the blocks have been shown as they appear after having been in use for some time, the central portions 2 thereof being "humped" and their edges 3 rounded. Said blocks are arranged so as to break joint, and between the meeting edge of said blocks the improved keys are interposed.

The wedging keys shown in Fig. 1 are all of the same shape and construction, each being provided with a widened and flattened head 4, the side edges of which overhang and are rounded on their under side as indicated by the numeral 5, so as to have an interlocking and nesting engagement with the rounded edges 3 of the paving blocks, so that the top surface of the heads 4 will prevent the traffic from coming in contact with said rounded edges and cause the same to be directly on the "humped" central portion 2. The body 6 of the keys is of a tapering formation which merges into said rounded under side 5 of the head 4 on an easy curve.

In Fig. 1, the side wedges have been designated generally by the numeral 7 and the end keys by the numeral 8. The keys are, preferably, of white oak or other suitable wood, which may be the waste ends from mills. Said keys are quarter-sawed so as to be arranged to present their grains transversely of the direction of traffic, the grain of the wedges 7 being indicated by the numeral 9 and shown running longitudinally thereof, and the grain of the key 8 being designated by the numeral 10 and shown running transversely thereof. As will be understood from this arrangement of keys, the traffic is across the grains with the result that the top surfaces thereof are spread out to extend over the edge portion of the blocks so as to form a level surface by means of which the full force of traffic is directed to the central portion of the blocks.

In Fig. 3, the key 11 is shown as of a flat wedge shape. This key is used in the same way the key of the preferred embodiments,

and performs the same functions, excepting, of course, the heads are not adapted for interlocking engagement with the edges of the blocks.

5 It will be seen from the foregoing that by means of the described key, the old and worn blocks may be continued in use for the reason that said keys form a smooth bridging surface over the meeting edges of said blocks  
10 which in addition to providing means for directing the force of the traffic to the raised or "humped" portion of the blocks, also obviate the disagreeable noise incidental to the contact of the horses' feet and vehicles with  
15 the edges of the blocks, and further, the wooden surfaces form a firm gripping surface for the feet of horses so as to prevent slipping.

What I claim is:

1. A pavement comprising a plurality of  
20 blocks, wooden keys adapted to be interposed between the meeting ends and sides thereof, said keys having their grain running transversely of the direction of traffic so that the top surfaces of said wedges will be spread  
25 over adjoining blocks.

2. A pavement comprising paving-blocks, and wooden keys interposed between the meeting sides and ends of said blocks and provided with overhanging side edges adapted  
30 for interlocking engagement with the

edges of said blocks, said wedges being arranged so that their grain will be transversely of the direction of traffic.

3. A device of the character described, comprising a wooden key having a flat  
35 widened head, and a tapering body, said key being adapted for interposition between paving-blocks with its grain running transversely of the direction of traffic.

4. A device of the character described,  
40 comprising a wooden key having a flat widened head and a tapering body, said head overhanging said body, said key being adapted for interposition between the meeting faces of building blocks and having its  
45 grain running transversely to the direction of traffic.

5. A device of the character described, comprising a wedge shaped wooden key adapted for insertion between meeting faces  
50 of paving blocks with its grain running transversely to the direction of traffic so that the top surface thereof will be spread over said blocks.

In testimony whereof I hereunto affix my  
signature in presence of two witnesses.

EDWARD ALCOTT.

Witnesses:

S. A. TORRY,

H. JOSIAH DOYLE.