

A. MAGINNIS.
STONE-PAVEMENT.

No. 177,859.

Patented May 23, 1876.

Fig. 2

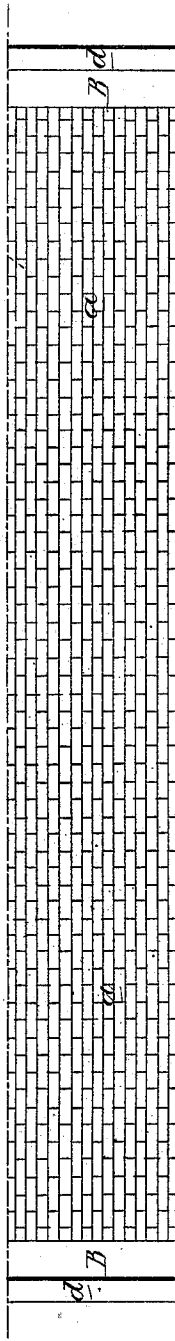
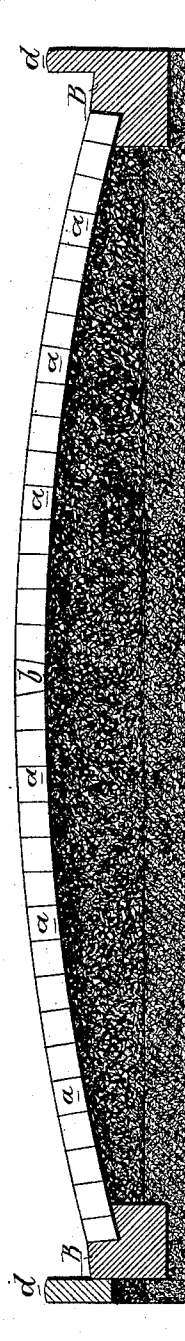


Fig. 1



Witnesses
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UNITED STATES PATENT OFFICE.

ARTHUR MAGINNIS, OF FORKS STATION, PENNSYLVANIA.

IMPROVEMENT IN STONE PAVEMENTS.

Specification forming part of Letters Patent No. **177,859**, dated May 23, 1876; application filed December 4, 1875.

To all whom it may concern:

Be it known that I, ARTHUR MAGINNIS, of Forks Station, Monroe county, Pennsylvania, have invented certain Improvements in Street-Pavements, of which the following is a specification:

The object of my invention is to construct a cheap and durable street pavement or roadway, and this object I attain in the manner which I will now proceed to describe, reference being had to the accompanying drawing, in which—

Figure 1 is a vertical section of my improved pavement, and Fig. 2 a plan view of a portion of the same.

The road-bed or body of the pavement consists of a series of arches, each composed of a number of oblong blocks, *a*, of stone, hewn into proper shape for forming the arch, a key-stone, *b*, locking the latter in the usual manner. The arches abut at the ends against longitudinal blocks B of stone, in one corner of each of which is formed a recess adapted to the end stones of the arches. The stones of the adjacent arches are so arranged as to break joints, (see Fig. 2,) so that each arch is self-supporting and entirely independent of those on either side. The road-bed has the usual broken stone and gravel foundation, and, if desired, a thin wall of fine gravel may intervene between the adjacent arches, but the stones which compose an arch should abut directly against each other, so as to form in effect a continuous arch. As long as the end blocks of this arch maintain their proper vertical position, the intervening blocks are prevented from sinking, and as the end blocks are supported vertically by the abutment-blocks B, into the recessed corners

of which they fit, it follows that the disintegration of the pavement is prevented, and a road-bed is produced which pressure from the top will only render more compact and solid.

Considering its durability and general advantages, the above-described pavement can be made at a very slight cost, the only important item of expense being the hewn abutment-blocks B—the blocks *a* being made from the refuse and débris of quarries, and being rapidly shaped by means of circular saws.

The curb-stones *d* may be either separate from the abutment-blocks, as shown at the left-hand side of Fig. 1, or may form part of the same, as shown at the right-hand side of said figure, the latter plan being preferable on account of its solidity and the evenness of the curb in respect to the gutter, which it insures.

I claim as my invention—

1. A street pavement or roadway in which a series of arches, composed of hewn blocks *a* and key-stones *b*, are combined with each other and with longitudinal abutment-block B, recessed at the corners, so as to afford a vertical support for the end blocks of the arch, as and for the purpose set forth.

2. The abutment-block B, having a vertical projection, *d*, at one side, as and for the purpose set forth.

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

ARTHUR MAGINNIS.

Witnesses:

JACOB S. BOYD,
SHRAUDER STEEN.