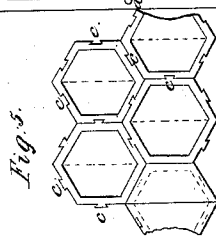
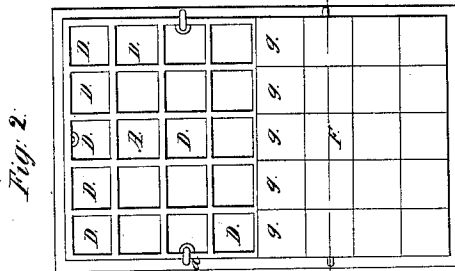
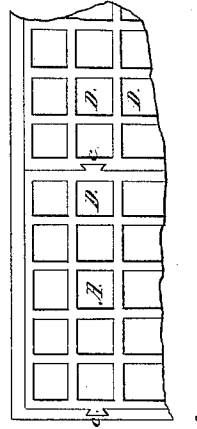
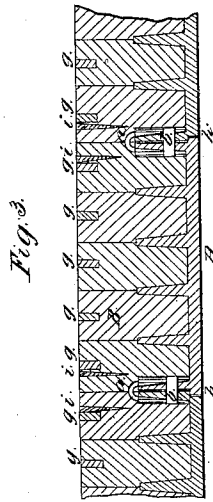
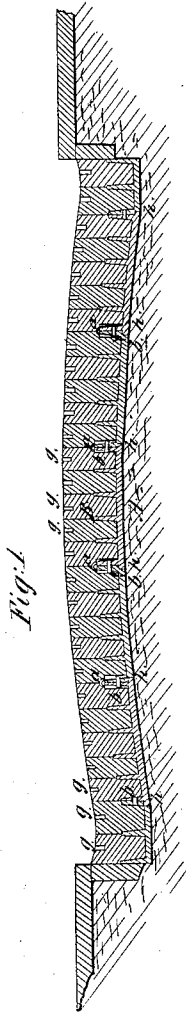


C. W. Stafford.

Wood Pavement.

N^o 63,324.

Patented Mar 26, 1867.



Witnesses.
Theodore
Wm. Erwin

Inventor:
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UNITED STATES PATENT OFFICE.

C. W. STAFFORD, OF SAYBROOK, CONNECTICUT.

IMPROVED PAVEMENT.

Specification forming part of Letters Patent No. 63,324, dated March 26, 1867.

To all whom it may concern:

Be it known that I, C. W. STAFFORD, of Saybrook, Middlesex county, Connecticut, have invented a new and Improved Pavement; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming a part of this specification.

This improvement consists in securing the sections of iron and wood pavements together by means of staples or clamps and pins, as will be hereinafter more fully described.

Figure 1 represents a vertical section of the pavement complete. Fig. 2 is a top or plan view of the cast-iron base, also embracing a view of the top of the blocks or upper surface of the pavement. Fig. 3 shows a section of the pavement complete, on an enlarged scale, showing more fully the manner of taking up or removing a section of the pavement, it being a vertical section of Fig. 2 through the line *x x*. Fig. 4 is a plan view of the cast-iron base, showing a different method of connecting the sections together. Fig. 5 represents a plan view of the iron base of a hexagonal pavement, the essential features of which are the same as those already shown.

Similar letters of reference indicate corresponding parts.

A represents the base of the pavement, which is made of cast-iron, substantially in the form represented in Fig. 2. B is the wood portion of the pavement.

The cast-iron base of the pavement is made in sections, of any convenient size and form, each section being divided into cells or compartments, (marked D,) as seen in the drawing. These sections are secured together by iron clamps or staples, (seen at *a* in the drawing,) and also by keys or pins, (seen at *b*), or they may be connected by dovetail pins and recesses cast on and in the sections, as seen in the modifications of my invention at *c*, Figs. 4 and 5.

The blocks of wood are cut by machinery to fit the cells, into which they are forced by the requisite pressure, after being dipped in as-

phaltum, or properly prepared otherwise. Each block has a shoulder around it, which bears upon the top of the cells, covering about one-half of the thickness of partitions, as seen in Fig. 3. By this arrangement it will be seen that I get the strength of the partitions edge-wise, the partitions which form the cells being so many ribs on the bottom plate, thereby rendering it capable of sustaining an immense weight without fracture.

The blocks are so formed that when they are placed in the section, as seen in Figs. 1 and 3, a tight joint is formed between them.

In that portion of Fig. 2 marked F, which represents the upper surface of the pavement, *g* represents channels, which extend through the blocks and across the pavement, and which are filled with asphaltum, or some equivalent substance, after the pavement is down.

It will be noticed that the iron sections of the pavement are halved together, a portion of them being rabbeted on their lower corners, while the others have a fillet to match, as seen at *h*. This is done in such a manner that a single section or more may be taken up for repairs or for putting down gas or water pipe.

Access is given to the keys *b* from the upper surface through apertures *i*, which are filled with pitch or some similar substance, which serve as marks to indicate the position of the keys. (These apertures are seen in Fig. 3.)

In this system of paving streets an important advantage is gained, and much time and interruption of business is saved, from the fact that these sections are already prepared for laying when brought onto the ground, and the sections may occupy the space of a square yard or more.

Another great advantage is the facility with which the pavement may be taken up for any of the purposes for which it may be necessary.

The superiority of the wood pavement for the horse's foot, as well as in regard to the deafening noise when compared with the common smooth stone pavement, is too apparent to require more than a casual notice.

I do not claim, broadly, the pavement constructed of wood and iron, because I am aware that the same has heretofore been used; but,

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

Connecting and securing the sections of the pavement together by means of the staples or clamps *a*, pins or keys *b* passing through

horizontal slots in the vertical flanges, substantially as herein shown and described.

The above specification of my invention signed by me this 29th day of January, 1867.

C. W. STAFFORD.

Witnesses:

WM. F. McNAMARA,

ALEX. F. ROBERTS.