

JAMES F. GYLES.

Improvement in Wood Pavement.

No. 118,528.

Patented Aug. 29, 1871.

Fig. 1.

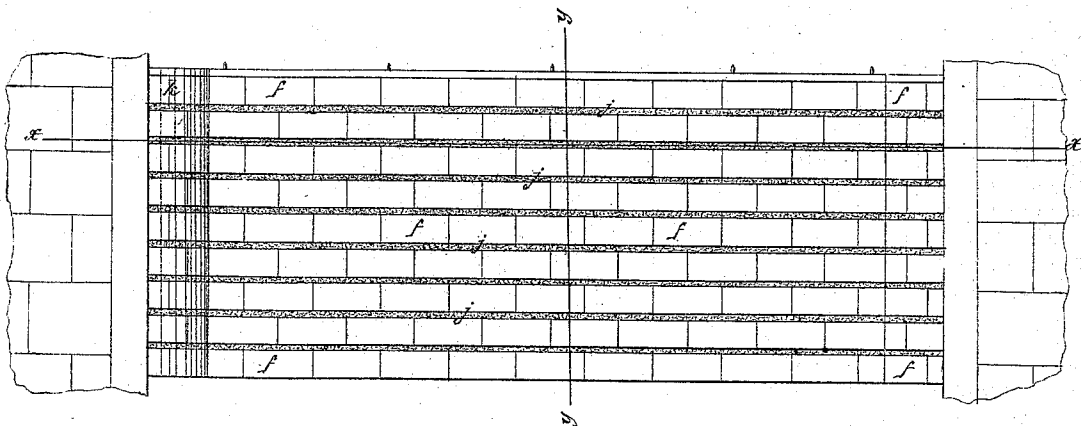


Fig. 2. x-x.

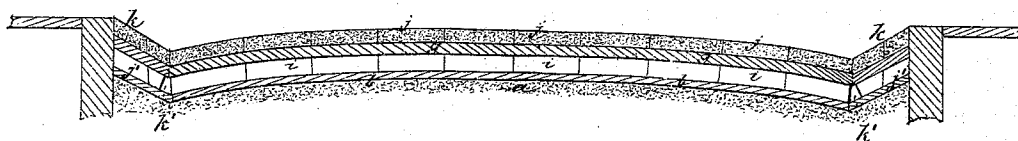
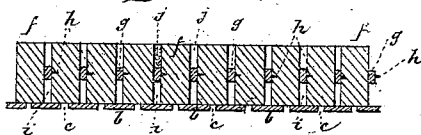


Fig. 3 y-y.



Witnesses:

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JAMES F. GYLES, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN WOOD PAVEMENTS.

Specification forming part of Letters Patent No. 118,528, dated August 29, 1871.

To all whom it may concern:

Be it known that I, JAMES F. GYLES, of Chicago, in the county of Cook and State of Illinois, have invented a new and useful Improvement in Wooden Pavements; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing making a part of this specification, in which—

Figure 1 is a plan view of my pavement. Fig. 2 is a transverse sectional elevation, and Fig. 3 a longitudinal sectional elevation.

This invention has for its object to provide a cheap pavement, so constructed as to allow of perfect drainage transversely or laterally from its ridge; one also less liable to premature decay, and whose blocks shall be invertible and more easily removable than those pavements as ordinarily constructed. The invention relates to a pavement whose foundation consists of boards or planks laid at intervals of an inch, more or less, crosswise of the street instead of lengthwise, as heretofore, upon the ordinary sand-bed, and whose rows of blocks are also laid crosswise of the street upon the board foundation and directly above the intervals thereof, each row of blocks being furnished with a longitudinal rib running centrally of one side, and armed with projecting nails which extend into the ribless side of the next row of blocks when the latter are driven up against the aforesaid rib, by which construction there are created two longitudinal spaces between every two adjacent rows of blocks, of which spaces the upper is to be filled with a novel concrete of my own invention and the lower is to be left open for drainage into the gutters at the sides of the streets.

Referring to the drawing, *a* is the sand-bed, the same being graded to a crown at the center. *b* are the foundation planks, each one and one-half or two inches thick and six or eight inches wide, and resting at their ends on stringers running lengthwise. *c* are the intervals between the planks *b*, each one-half or one inch wide. *f* are the blocks. *g* are the ribs, composed either of separate pieces secured one to each block, or

one to several blocks, or of one piece secured to a whole row. These ribs are either nailed to the sides of the block, or inserted in grooves cut in the sides of the blocks, or formed in one piece with each block, or secured to the blocks in any other sufficient manner. *h* are the nails projecting from the ribs. *i* are the drainage spaces between the rows below the ribs; and *j* the upper spaces, filled with concrete under hydraulic pressure. *j'* are the usual inclined planks placed lengthwise of the street at each side of the foundation, with their upper edges elevated, forming the foundation of the gutter-blocks *k*, between which and the blocks *f* are the triangular gutters *k'*, into which the drains *i* open at each end.

In case the ribs *g* are composed of separate pieces, the nails *h* should be driven through them before they are attached to the blocks. By placing the foundation planks crosswise of the street, and at intervals, the same draining facilities are secured for them through the spaces *c* as for the blocks.

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

1. In a wooden pavement, the combination of two or more rows of blocks, *f*, ribs *g*, and nails or spikes, as specified, and a cement applied to fill the space formed between said blocks and above the ribs, the corresponding space below the ribs being left open, as herein shown and described, for the purpose set forth.

2. An improved wooden pavement formed by the combination of the following elements, viz., rectangular blocks *f*, ribs *g* attached to said blocks by nails or spikes, a cement applied to fill the space above the ribs, and strips or planks *b* laid transversely of the street with spaces between them, and each forming a support for one side or edge of a row of blocks, all arranged as shown and described.

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Witnesses:

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