(No Model.)

A. BANNISTER.

Street Pavement

No. 234,376. **Patented Nov. 9, 1880.**

Fig. 1.

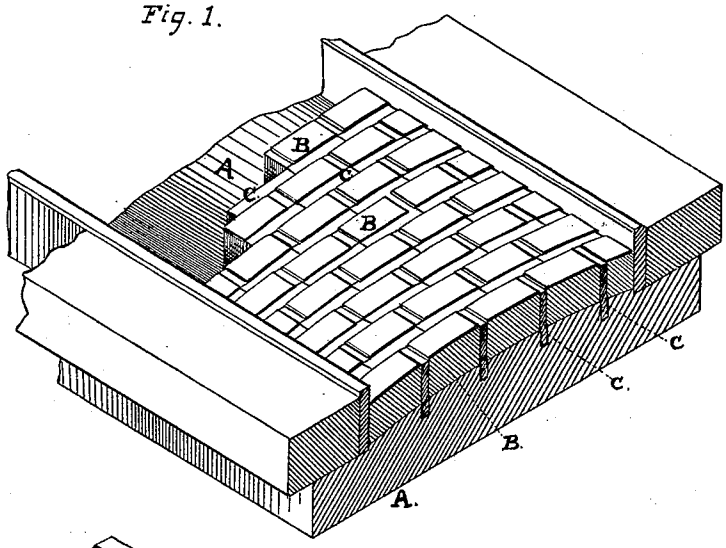


Fig. 3.

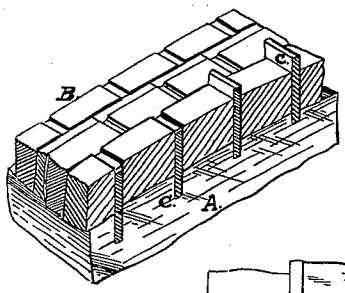
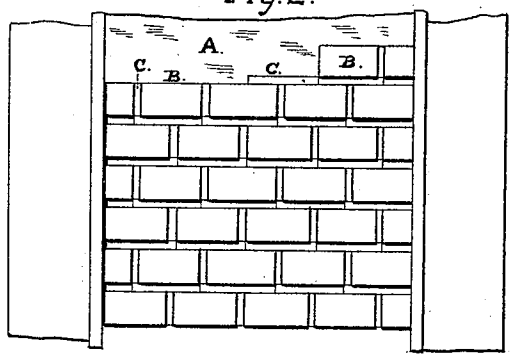


Fig. 2.



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UNITED STATES PATENT OFFICE.

ALFRED BANNISTER, OF ALAMEDA, CALIFORNIA.

STREET-PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 234,376, dated November 9, 1880.

Application filed April 5, 1880. (No model.)

To all whom it may concern:

Be it known that I, ALFRED BANNISTER, of Alameda, Alameda county, in the State of California, have invented an Improved Street-Pavement; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings.

My invention relates to an improved block-pavement; and it consists of rough rectangular stone blocks, bricks, or blocks of other equivalent material placed in position upon the road-bed and spaced or separated by strips or pieces of wood, so as to form a combined wood and stone pavement.

In constructing my pavement I first prepare a bed of sand, A, for a foundation, in the ordinary way. I then place the stone blocks or bricks B upon this bed or foundation in any approved arrangement, and place or drive pieces or strips of wood C between the blocks, or between the courses of blocks, so that the spaces between the blocks will be preserved by the wood.

The wooden separating-strips C can be either made to rest upon the bed or foundation, as represented at Fig. 1, or they can be made longer than the height of the blocks, so that they can be driven down into the foundation, as represented at Fig. 3, and thus not only form separating-strips, but also serve as stakes to keep the blocks in their places. I prefer to place the wood so that its grain will be vertical. Pieces of boards of the desired thickness can be sawed off in proper lengths and used for separating-strips, and in practice this will be the material usually used. These may or may not be sharpened on their lower edges.

In constructing the pavement I prefer to leave the wooden strips projecting above the stones and afterward drive them down to their places.

The wooden strips C are placed around each individual block, so as to form a box inclosing each block, as at Figs. 1 and 2.

After the blocks and spacing or boxing strips have been well rammed fine gravel or broken stone may be sprinkled over the pavement to fill the interstices in the usual way.

A good plan of laying this pavement would be to lay the blocks with temporary strips of board between them, and then after the blocks are rammed to remove the temporary strips and drive the stakes or boxing down in the space occupied by the temporary strips.

The permanent strips may be sawed tapering toward their lower edges, so that they will act as wedges to tighten up the stone blocks as they are driven down. This method of separating the paving-blocks prevents the shocks and jars to which an individual block is subjected from being transmitted to its neighbors. The stakes or boxing also serve as guides to keep the blocks upright, so that the pavement will retain its uniformity of surface a much greater length of time than when the blocks are not thus held. The wooden strips also serve to deaden the noise of travel and render the road more elastic. They will also wear down faster than the stone blocks, and thus furnish a good toe-hold for horses.

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

A street-pavement consisting of stone, brick, or other equivalent blocks B, each of said blocks being boxed or surrounded by strips or pieces of wood C, substantially as described.

In witness whereof I have hereunto set my hand.

ALFRED BANNISTER.

Witnesses:
JNO. L. BOONE,
W. K. LEVERIDGE.