D. C. REEVES.

Improvement in Wood Pavement.

No. 123,728. Patented Feb. 13, 1872.

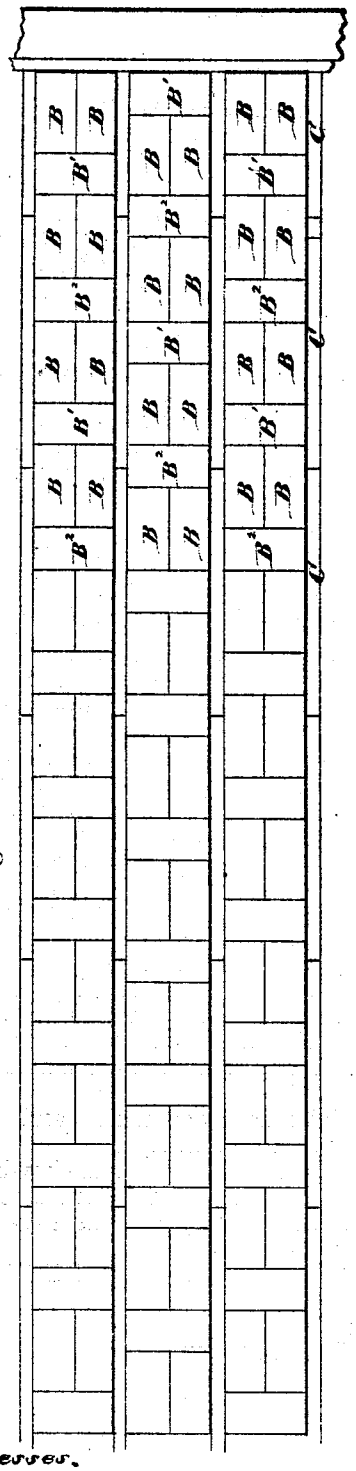

Fig. 1.

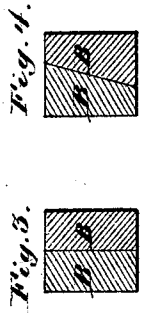

Fig. 4.

Fig. 5.

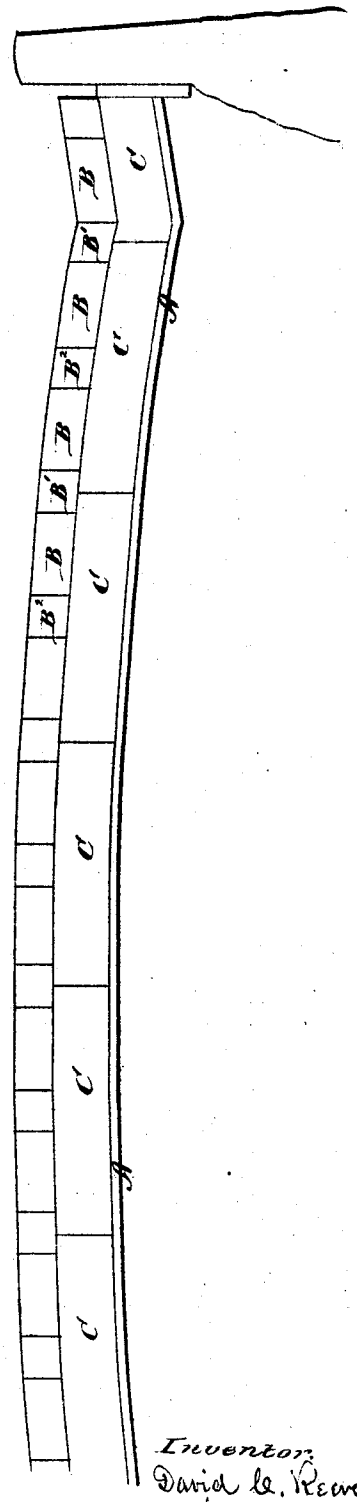

Fig. 2.

Witnesses.
C. F. Brown.
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UNITED STATES PATENT OFFICE.

DAVID C. REEVES, OF WASHINGTON, DISTRICT OF COLUMBIA.

IMPROVEMENT IN WOOD PAVEMENTS.

Specification forming part of Letters Patent No. 123,728, dated February 13, 1872.

To all whom it may concern:

Be it known that I, DAVID C. REEVES, of Washington, in the District of Columbia, have invented an Improved Wood Pavement; and I hereby declare the following to be a full and exact description of the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 is a plan; Fig. 2, a transverse vertical section of the pavement; and Figs. 3 and 4, transverse vertical sections of the blocks B B, showing different methods of constructing said blocks.

Similar letters of reference in the accompanying drawing denote the same parts.

The object of this invention is to improve the construction of wood pavements; to this end the invention consists in a novel arrangement of the blocks, in combination with the connecting and spacing strips, as hereinafter set forth.

In the drawing, A is the board foundation, the upper surface of which may be covered with tar or other similar coating. B B^1 B^2 are the paving-blocks, each preferably eight inches long, four wide, and of the usual height; and C C are the strips of board interposed between certain rows of blocks, as shown in the drawing, said strips extending crosswise of the street, and being set upon edge on the board foundation, their upper surface coming about two inches below the top of the blocks B B^1, &c. The space between said blocks above the strips is filled in with tar and sand or other composition usually adopted for similar purposes. The peculiarity of my pavement is that the rows of blocks between the spacing are of double thickness, and are laid as shown in Fig. 1—that is to say, commencing at one end of a row, I lay two blocks, B B, in contact with each other and transverse to the street. I then lay a key-block, B^1, at right angles with the block B B, and touching their ends; I then place two more blocks, B B, on the other side of the key-block; then another block, B^2, which may or may not be a key-block; then two more blocks, B B; then a block, B^1; then two more, B B; then another, B^2, and so on till the row is complete; the gutter being of course made of the usual form. Having thus laid the row, I take the spacing-strips C, each made in pieces preferably about two feet long, stand them up on the foundation against the side of the blocks B B^1 B^2 and nail them to the key-blocks B^1 B^1. This completes a single row, and I then proceed to the next row, laying the blocks in precisely the same manner, but arranging those which are longitudinal to the street so that they will break joints with similar blocks in the adjacent rows, and so on till the pavement is completed. The pairs of blocks B B may be fitted together, as shown in Fig. 3, or as in Fig. 4, or in any other manner that may be preferred. The convenience and rapidity with which a pavement can be laid in this manner can hardly be appreciated by those who have not been practically engaged in the business. The pavement is very solid and durable when laid, the blocks, key-blocks, strips, and concrete binding each other firmly in place, and preventing any casual displacement of any of the parts. At the same time, when necessary, any part of the pavement can be conveniently taken up and relaid.

I am aware of the Nicholson patent, in which spacing-strips are laid between every row; and I do not claim the combination therein shown, my arrangement of the blocks being superior to that, inasmuch as the peculiar position of the key-blocks enables me to dispense with half the strips used by Nicholson, and thus to lay the pavement faster and economize material.

What I claim as my invention, and desire to secure by Letters Patent, is—

The peculiar arrangement of the key-blocks B^1 B^1, in connection with the double rows of blocks B B and the strips C C, as shown and described.

DAVID C. REEVES.

Witnesses:
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