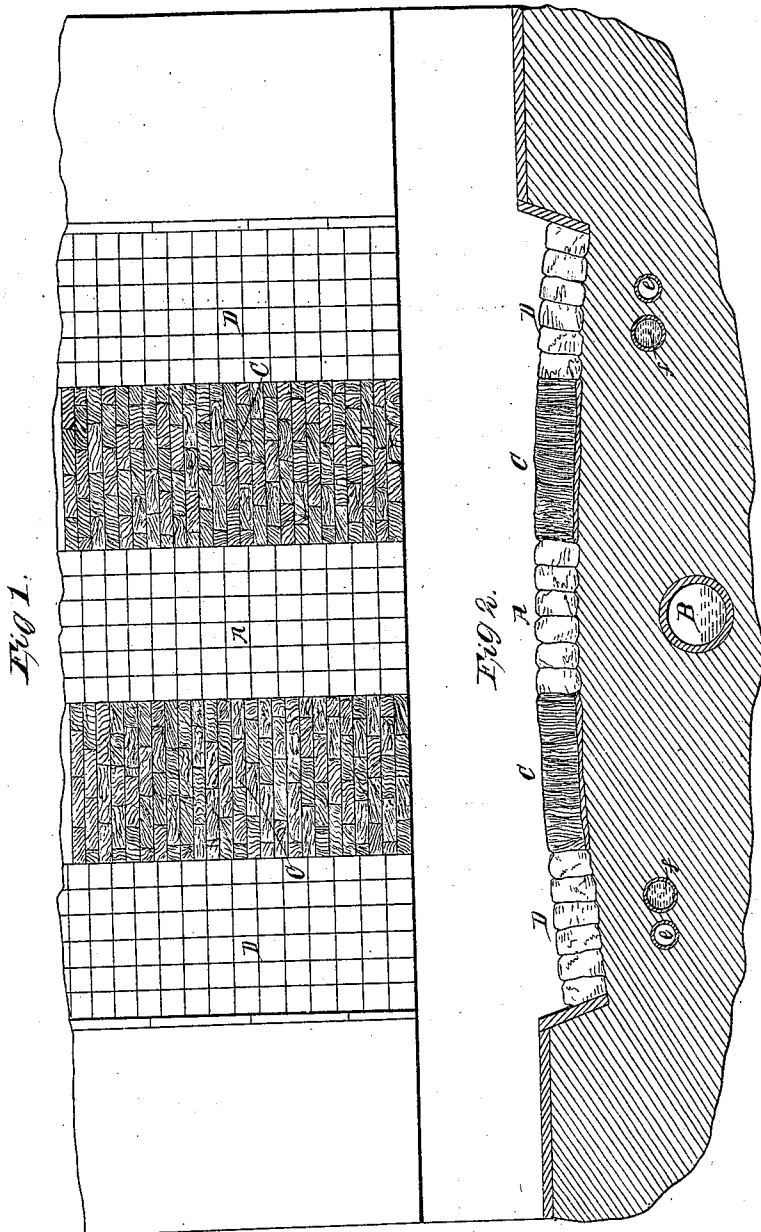


*J. C. Blake,
Street Pavement.*

N^o 102,361.

Patented Apr. 26, 1870.



Witnesses.

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JAMES C. BLAKE, OF ELIZABETH, NEW JERSEY.

Letters Patent. No. 102,361, dated April 26, 1870.

IMPROVEMENT IN STREET-PAVEMENT.

The Schedule referred to in these Letters Patent and making part of the same.

I, JAMES C. BLAKE, of Elizabeth, in the county of Union and State of New Jersey, have invented an Improved Method of Paving Streets and Roadways, of which the following is a specification.

It is known that the various forms of wood pavement possess certain advantages over stone pavements, such as greater smoothness, ease of travel, and freedom from noise, which qualities are shared in common with composition pavements, while at the same time certain disadvantages attend their use, among which are specially noticeable the fact that pavements cannot be taken up or broken through in places, as when access to the gas and water-pipes is necessary, without much trouble and expense, and permanent injury to the roadway; and also that such pavements are illy adapted to heavy teaming, from the liability of horses' feet to slip on them when wet or covered with snow, while, on the other hand, that pavement, which is composed of blocks of stone, as the Belgian and other kinds, is easily taken up and relaid, with small expense and no injury to the street, and is much better adapted for durability and heavy traffic, from the imperishable nature of its material, and the better foothold which it affords.

It is the object of my invention to combine the advantages of both systems in one roadway; and

It consists of a composite pavement formed of longitudinal sections of Belgian or other stone pavement, arranged with respect to the gas, water, and sewer-pipes, with intervening sections of wood or composition pavement, such sections being each of a suitable width for driving upon.

In the accompanying drawing—

Figure 1 is a plan view, and

Figure 2, a vertical section of a roadway constructed upon my improved system.

In a street of ordinary width of travel-way, say forty feet between the curbstones, I divide this space into five equal or nearly equal longitudinal sections.

The central one, A, is laid with stone pavement of Belgian or other style, and underneath this is located the main sewer of the street B.

On either side of this I place the wooden pavement, as the Nicholson or other smooth and comparatively elastic travel-way C C; and on the outer side of these sections, occupying the remaining space between them

and the curbstones, I lay the Belgian or stone pavement D D.

The last-named sections form not only travel-ways, but also the gutters, and underneath them are placed the water and gas-mains *e f*. Outside of this the side walls are laid in any suitable manner.

By means of this arrangement and combination, several new and useful results are obtained.

The stone portions, which are readily removable, overlie all the substructures, so that the wood pavement, which requires to be laid upon a flooring or other regular foundation entirely unadapted to breaking through to reach underlying pipes, has never to be disturbed while it lasts, and consequently endures much longer, and preserves its even surface, while the choice is offered of its smooth and inviting surface for light, rapid, and pleasure driving, the vehicles passing in both directions simultaneously, while teams with heavy loads will prefer the stone-paved drives.

This system facilitates travel and diminishes the danger of collision, by keeping these two classes of traffic in distinct lines, preventing turning out and circuitous driving meeting vehicles, each section having eight feet of width, being sufficient for an ordinary carriage.

In wider streets, the sections may be of greater numbers or increased width, as may seem best.

By the adoption of this system, the convenience and comfort of all who use the street for driving are promoted, and the durability, good condition and appearance of the street greatly improved without an increase of expense in the original cost, and with an important saving in the cost of repairs.

I claim as my invention—

An improved method of forming paved street-ways, consisting of alternate sections of stone pavement A D D, with street-pipes and sewer underlying the same, and of wood or composition pavement, substantially as and for the purpose set forth.

In witness whereof I have hereunto signed my name in the presence of two subscribing witnesses.

JAMES C. BLAKE.

Witnesses:

ROLLIN GERMAIN,
K. N. JONES.