2 Sheets—Sheet 1.

W. BRISLEY.

CONSTRUCTION OF PLANK SIDE-WALKS.

No. 174,659. Patented March 14, 1876.

Fig. 1.

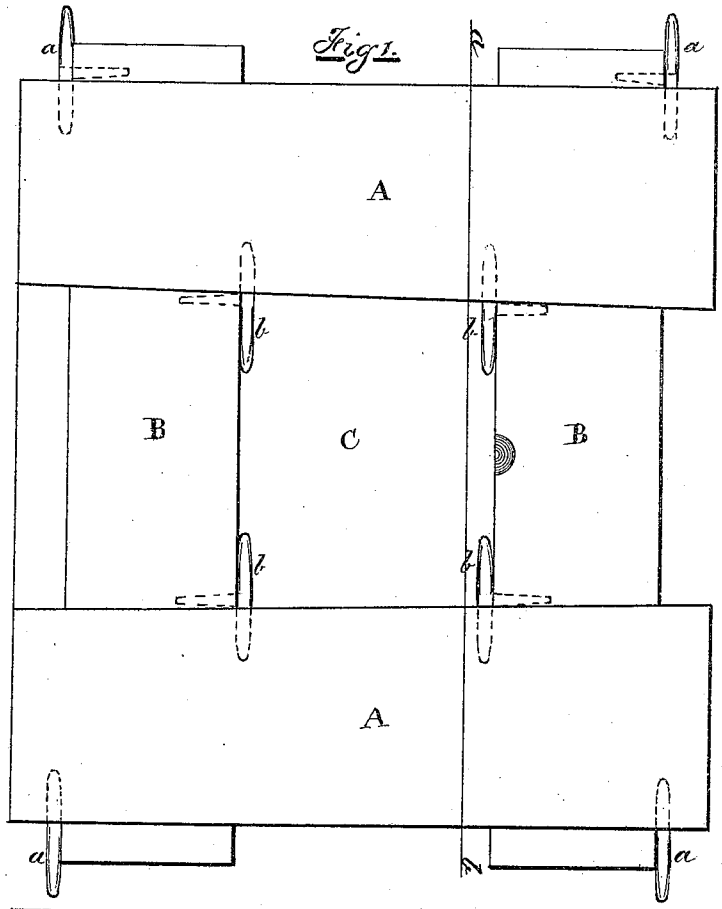


Fig. 2.

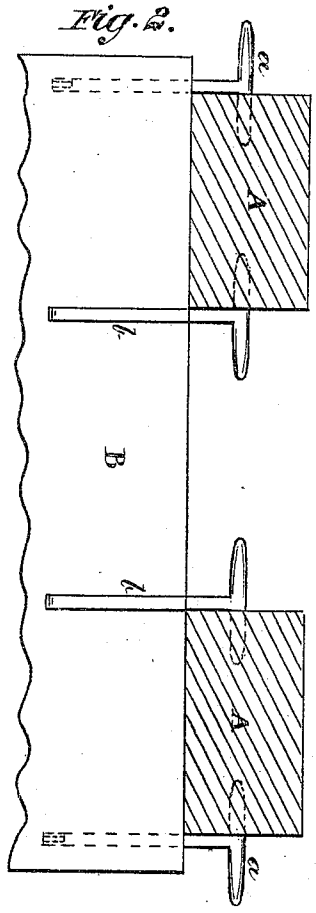
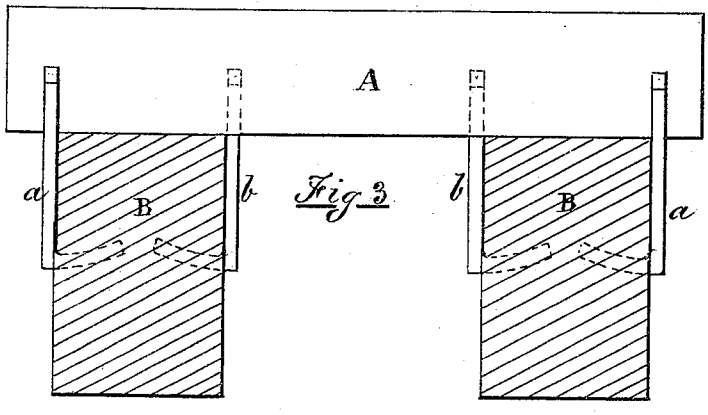


Fig 3.



Figures 1, 2, 3 one half full size

Witnesses
William Gill
G Banks

Inventor
William W Brisley.

2 Sheets—Sheet 2.

W. BRISLEY.

CONSTRUCTION OF PLANK SIDE-WALKS.

No. 174,659. Patented March 14, 1876.

Fig 8.

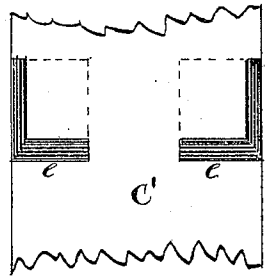


Fig 4.

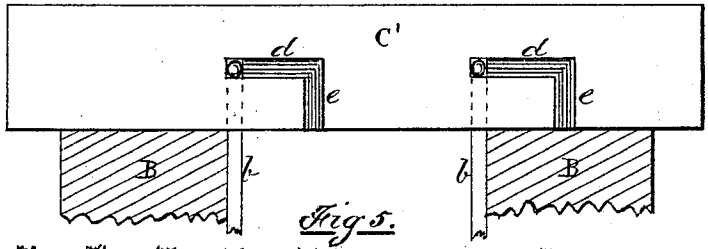


Fig 5.

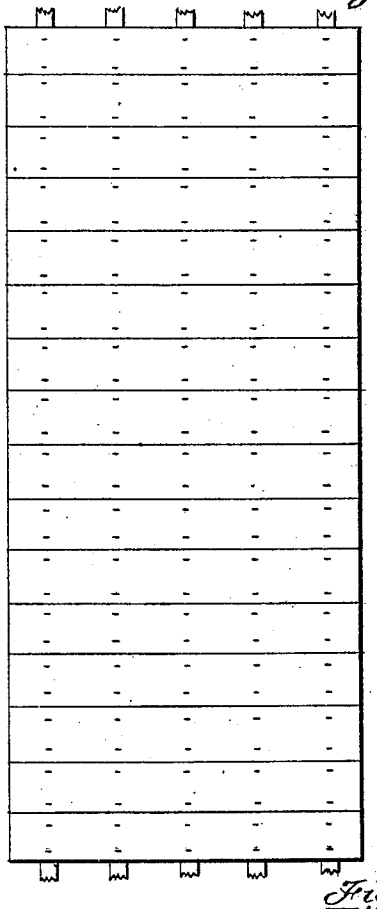


Fig 6.

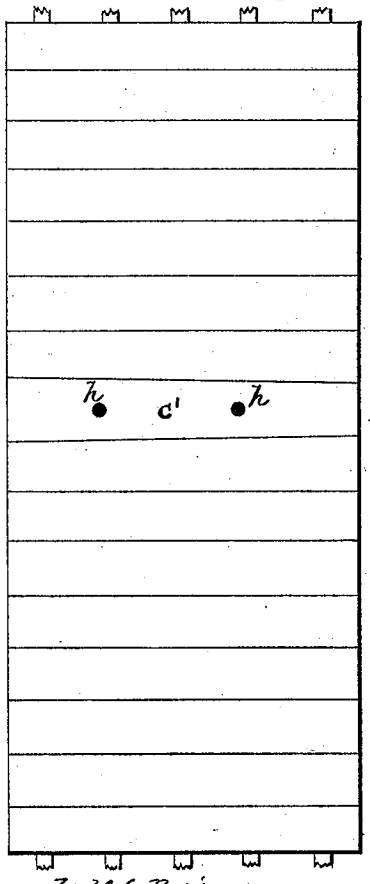


Fig 7.

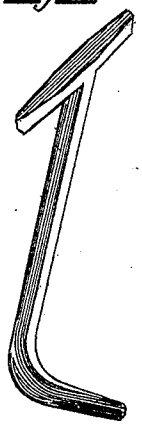


Figure 4. is one half full size
Figures 5 and 6 to a scale of
3/8ths. of an inch to one foot.

Witnesses
William Gill
Thanks

Inventor
William W Brisley

UNITED STATES PATENT OFFICE.

WILLIAM BRISLEY, OF TORONTO, CANADA.

IMPROVEMENT IN THE CONSTRUCTION OF PLANK SIDEWALKS.

Specification forming part of Letters Patent No. **174,659**, dated March 14, 1876; application filed January 15, 1876.

To all whom it may concern:

Be it known that I, WILLIAM BRISLEY, of the city of Toronto, in the county of York, in the province of Ontario, Canada, have invented certain new and useful Improvements in the Construction of Sidewalks; and I do hereby declare that the following is a full, clear, and exact description therof, whereby others skilled in the art could make and use the same, reference being had to the accompanying drawings and to this specification.

My invention relates to the construction of sidewalks principally, but is also suitable for docks, yards, railway-stations, and other platforms.

It consists in securing the planking upon the sleepers by means of peculiarly-formed hooks, made specially for the purpose, which are driven into the edges of the planks, about one inch from the lower surface, and are also driven into the sides of the sleepers, the hooks being of a form to permit of the under portion being driven into the side of a longitudinal sleeper, while the upper portion will permit of being driven into the edge of the transverse planking, and in such a manner that the planking will remain undisturbed by the severest frosts or other climatic changes. The planking will have no projecting spike-heads, above the planks, to the destruction of ladies' dresses, and to the annoyance and discomfort of pedestrians generally.

It consists also in having, as a primary portion of the construction, a movable or locking plank, which can be removed without the removal of any of the hooks which secure the same on its bed. The use of the locking-plank is such that by its temporary removal, any portion of the sidewalk can be lifted for the purpose of repairs to service-pipes, or other requirements, when the planking can be put down again in a thoroughly perfeet and expeditious manner, without any other than the former hooks in the same.

The locking-plank is removed in the following manner: A common crow-bar is inserted in a round hole for this purpose, and from the point of the bar, bearing upon the side of the sleeper as a fulcrum, the plank is easily moved endwise about an inch and a half; when the plank has been moved thus far, notches underneath will then be under the hooks, so that it will lift easily off, and admit the other planks of being pressed apart and lifted up also; the only particular part of this operation being the marking of the several planks how they go together, each to each, before taking them apart. My improved sidewalk also affords every facility for clearing off the snow from the same, in winter.

In the accompanying drawings, the same letters of reference indicate the same parts in all the views and in this specfication.

Figure 1 is a plan showing a portion of my improved sidewalk, of which A A are the longitudinal sleepers. B B are two of the ordinary planks of the sidewalk, and C the position for the locking-plank, being removed for the purpose of illustration, and shown in Fig. 4, marked C′. *a a a a* represent the position of the common jointing-hooks, and *b b b b* that of the locking-hooks in plank C′. Fig. 2 shows an edge view of the same portion of sidewalk. Fig. 3 is a transverse section of the same. Fig. 4 is a side view of locking plank C′, showing longitudinal groves *d d* and vertical notches *e e*, for relieving the plank for its removal when required. Fig. 5 is a plan of a portion of ordinary sidewalk, and showing the number and position of the spikes in the same, which in cases of severe frost and other changes of weather project above the surface of the sidewalk, and become such an annoyance as to render their abandonment absolutely necessary. Fig. 6 is a plan of a portion of my improved sidewalk, in which there are no spikes, and which remains perfectly firm with each other—the planking and sleepers—in all kinds of weather, and is more durable, agreeable, and safe to walk upon, and in every other respect a better sidewalk, than those now in use. Fig. 7 is a perspective view of one of my hooks. Fig. 8 is a view of a portion of the under side of locking-plank C′, showing the notches *e e* and the grooves *d d* in dotted lines, which receive the cross-head of the hooks *b b*.

It may be observed, on reference to the drawings of Figs. 4, 6, and 8, that when a cross-bar is placed in one or both of the holes *h* in the upper surface of locking-plank C′,

and by using the sleeper as a fulcrum, the plank C′ can be moved without difficulty, until the slots *e e* come under the hooks *b*, which will admit of the plank C′ being lifted off without trouble, and the adjoining planks also removed as hereinbefore described.

I claim—

1. The construction of sidewalks and platforms in the manner shown and described, without spikes, by means of hook H, as specified, and for the purposes set forth.

2. The locking-plank C′, with holes *h h*, grooves *d d*, and notches *e e*, as shown and described, and for the purposes set forth.

3. The hook H, as shown, for the purposes set forth.

WILLIAM BRISLEY.

Witnesses:
WILLIAM GILL,
G. BANKS.