

E. ALCOTT.
PAVING.

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Fig. 1.

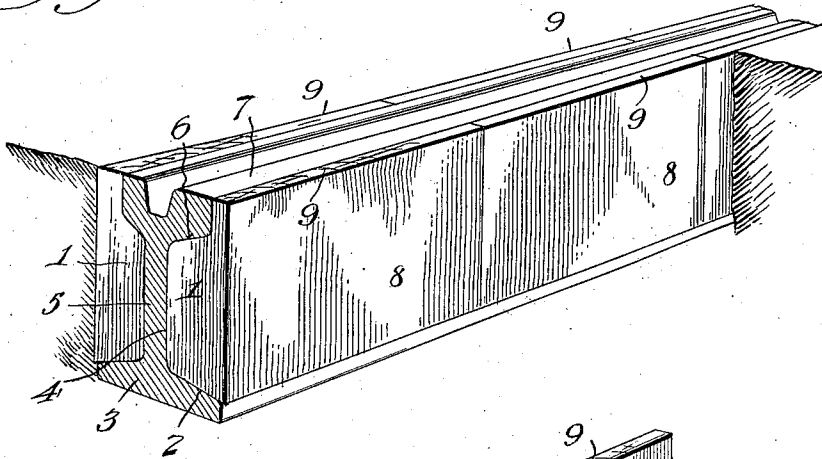
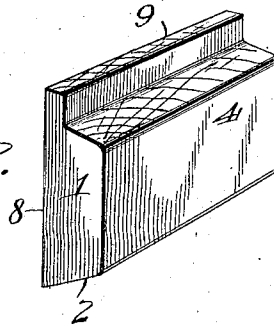


Fig. 2.



WITNESSES

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To all whom it may concern:

Be it known that I, EDWARD ALCOTT, a subject of Great Britain, residing at Manassas, in the county of Prince William and State of Virginia, have invented certain new and useful Improvements in Paving, of which the following is a specification.

This invention relates to the subject of paving, and it has particularly in view, new and simple means for preventing damage being done to pavements adjacent car rails, and also to prevent damage being done to rails incidental to damaged pavements.

As is well known, especially in street railways, the rails are laid in close contact with the pavements, and such pavements, especially when of plastic or similar material are subjected to crushing strains incidental to moving cars, such strains ultimately destroying the connection between the rails and the pavement. And in roadways where slag or other blocks are interposed between the rails and the pavements, cement or other binding agents are employed between the rails and the adjacent blocks, and such binders are soon destroyed by the vibrations of the rails incidental to moving cars, with the result that the blocks adjacent the rails are forced between the base and tread of the rails, thereby separating the interposed blocks. In both instances, set forth, it will be clear that the continued vibrations of the rails cause the same to drop, spread, or be otherwise displaced from proper positions.

In the present invention it is contemplated interposing filler blocks between the tracks and the pavements, the blocks being so disposed that there is little or no contact between the rails and the pavements, and being so shaped that they closely interlock with the rails to provide a broad surface for the car wheels, thus preventing the wheels from contacting with the pavements. The invention also contemplates shaping the filler blocks so that they present a broad smooth surface to the pavements to permit the rails to have movements relative to the pavements.

In the practical application of the invention, it will be understood that the same may be embodied in various forms, but for purposes of illustration one simple and practical embodiment has been shown in the accompanying drawings, wherein:—

Figure 1 is a detail view showing the ap-

plication of the invention. Fig. 2 is a detail perspective view of one of the blocks.

The improved filler block which forms the subject-matter of this invention is preferably of hard wood shaped to snugly fit within the side of a car rail, and in the example shown in Figs. 1 and 2 of the accompanying drawings may comprise a body portion 1 having a base or bottom 2 that is beveled complementary to the beveled upper surface of the base flange of a rail or track 3 so that the block will firmly and snugly seat thereon. The body portion 1 has its inner surface 4 flat and so shaped that it will fit against the side of the web 5 of the rail and it has its upper surface beveled outwardly, as indicated at 6 for firm engagement with the usual beveled under surface of tread 7 of the said rail.

The outer surface 8 of the block is in the form of a straight flat wall the upper end portion of which forms a thick flange 9 at the outer end of the beveled upper surface 6, said flange overlapping the outer longitudinal edge of the rail tread and terminating flush with the upper surface of said tread. With this type of filler block, it will be seen that the same will lie in interlocked, or nested engagement with the side of the rail, and the guard flange 9 practically forms an extension of the rail tread so that the wheels of the cars will not contact with the pavement.

In use, the blocks are fitted within the sides of the rails with their upstanding guard flanges overlapping the rail-treads and the pavement is laid and abuts the straight flat sides or outer walls 8 of said blocks. With this arrangement, it will be seen that the blocks practically become parts of the rail, and therefore partake of all the movements of the rail, their straight outer walls permitting them to have the necessary movements relative to the pavements. It will also be clear that the filler blocks being carried by, and projecting laterally from, the rails, prevent the rails from contacting with the pavement. This, obviously prevents the shocks and jars incidental to traffic being transmitted to the pavements.

In addition to the distinctive features of the invention pointed out in the foregoing, means are provided whereby a smooth and even wearing of the upper surface of the

guard flange 9 is obtained. This important feature of the invention consists in cutting the blocks so that the wear-surface of the flange 9 presents its grain "on end," or
5 running transversely to the path of movement of the traffic on the rails. This prevents spreading or mashing of the flanges, such for instance as would be likely if the grain ran parallel with the direction of
10 movement of the traffic, and, as will be clear, prevents the flanges being forced into overlapping engagement with the pavement.

What I claim as my invention is:—

15 A filler block adapted to be carried by a railway rail and interposed between the same and adjacent paving, said block being formed of wood and having a base shaped to be firmly seated on the upper surface of a rail base, an inner flat side adapted to lie
20 in contact with the web of a rail, an upper

surface that is shaped for firm engagement with the under surface of the tread of a rail, and an outer side that presents a straight flat surface to the adjacent paving, said block having an upstanding extension that
25 is a continuation of said outer side, the extension being adapted to lie in contact with one longitudinal side edge of the tread of the rail and terminating flush with the said
30 tread so that the upper surface of the said extension forms a continuation of the tread of the rail, said block being arranged so that its grain extends transversely to the line of rail traffic.

In testimony whereof I have affixed my
35 signature in presence of two witnesses.

EDWARD ALCOTT.

Witnesses:

H. JOSEPH DOYLE.

M. E. SMITH.

Copies of this patent may be obtained for five cents each, by addressing the "Commissioner of Patents, Washington, D. C."
