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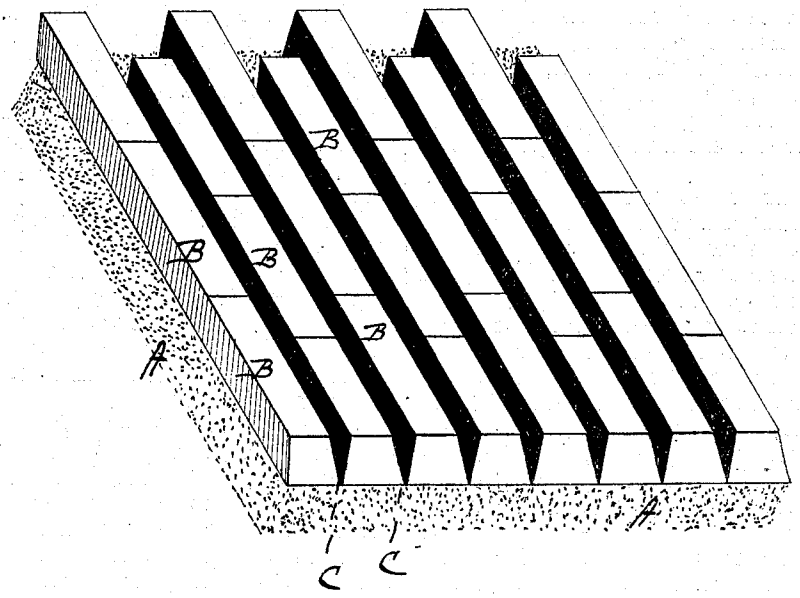
L. S. FILBERT & J. TAYLOR.

Improvement in Combination Pavements.

No. 122,448. Patented Jan. 2, 1872.



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UNITED STATES PATENT OFFICE.

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IMPROVEMENT IN COMBINATION PAVEMENTS.

Specification forming part of Letters Patent No. 122,448, dated January 2, 1872.

To all whom it may concern:

Be it known that we, LEWIS S. FILBERT, of Philadelphia, Pennsylvania, and JONATHAN TAYLOR, of New York, in the county of New York and in the State of New York, have invented certain new and useful Improvements in Wood Pavements; and do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, and to the letters of reference marked thereon making a part of this specification.

The nature and object of our invention is to form a permanent, adhesive, and durable pavement combining a sand, vulcanite, or concrete or other suitable foundation, wooden block, and a vulcanite composition.

In the vulcanite compositions known there are used certain ingredients to form a solid and lasting vulcanite pavement that was impervious to the changes of the weather, (heat and cold,) and, when made into a solid mass to form a pavement or sidewalk, the component parts of said vulcanite causing the particles to smoothly and tenaciously adhere together.

By experimenting we have ascertained that the vulcanite composition is of an extremely adhesive nature, (when placed upon, between, or in contact with other substances,) and to such an extent that it is extremely difficult to disengage the same from the substance with which it is in contact.

This present invention therefore consists in the use of a vulcanite with a wooden block cut in, preferably, beveled shape, so that suitably-shaped grooves are left between the rows of blocks, and said blocks resting upon the vulcanite or a sand or other base.

In the accompanying drawing we represent a series of wooden blocks, B B, made wedge-shaped, (by preference,) arranged in rows by placing their ends together and extending crosswise of the street. The said rows are so placed that they break the joints of each other. Between the rows there is left a V-shaped groove which we fill in with the vulcanite C, so that the upper surface of the block and the composition will be flush with each other.

In the formation of our pavement we first form a sand or vulcanite or other suitable base, A; then press the wedge-shaped blocks (already cut) into this base in rows, in the manner described. A vulcanite composition is then prepared, and while in a heated state is filled into the grooves, so that when it becomes hardened the entire parts of the pavement are firmly adhered together, and form a solid mass that cannot be easily separated from each other. The vulcanite so firmly adheres to the wood that the latter will break apart should it be attempted to separate the vulcanite therefrom.

Our object has been to form a pavement that will lessen the usual cost of construction and be more substantial and beneficial in this class of pavements; and to this end we may or may not dispense with the wood foundation. To this end we have combined a vulcanite, on account of its very adhesive nature, with a wooden-block pavement.

We have also shown the wedge-shaped form of block having a bevel on both sides, so that their bases come in contact, and a V-shaped groove is left between them so that the filling of the vulcanite adheres equally on each side of each of the rows down to their bases, and a good packing-surface is allowed to press the composition down properly; but we do not confine ourselves to this shape of block; neither do we claim a wedge-shaped wooden block for pavements, as we are fully aware that it is not new; but we may prefer to use such on account of its cheapness and ready adaptation of machinery for making such.

What we claim is—

1. The combination, in a pavement, of a series of wooden blocks cut into a suitable form, so as to leave a groove between the rows, and filling in said grooves with a vulcanite composition to cause the parts to adhere, and resting the entire structure on a suitable foundation, substantially as and for the purposes herein set forth.

2. A pavement constructed of wooden blocks beveled on both sides from top to bottom, as shown, and so laid as to break joints with those of the opposite rows, in combination with a vulcanite filling and a sand, vulcanite, or other foundation, and so laid as to form continuous

rows across the street, all substantially as herein set forth.

3. The combination of the sand, vulcanite, or other base A, wedge-shaped blocks B, with V-shaped grooves between the rows, and a vulcanite filling, C, all as and for the purposes herein set forth.

In testimony that we claim the foregoing we have hereunto set our hands this 31st day of October, 1871.

L. S. FILBERT.
JONATHAN TAYLOR.

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