H. G. Mc Gonegal.

Pavement

No. 74110 Patented Feb. 4, 1868.

Fig. 1

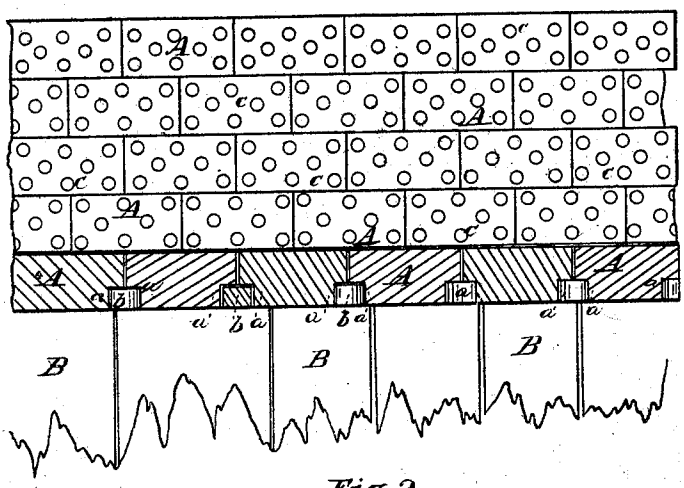


Fig. 2

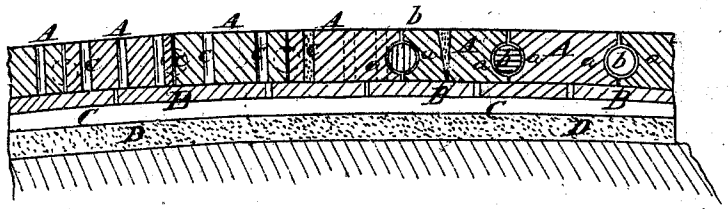
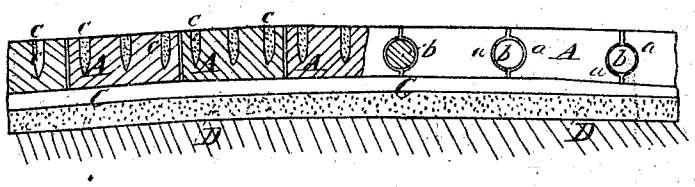


Fig. 3.



Witnesses

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UNITED STATES PATENT OFFICE.

H. G. McGONEGAL, OF NEW YORK, N. Y.

IMPROVED PAVEMENT.

Specification forming part of Letters Patent No. **74,110**, dated February 4, 1868.

To all whom it may concern:

Be it known that I, H. G. McGONEGAL, of the city, county, and State of New York, have invented a new and improved Wooden Street-Pavement; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification, in which—

Figure 1 represents a plan or top view, partly in section, of my invention. Figs. 2 and 3 are vertical cross-sections of the same, showing different modes of arrangement.

Similar letters of reference indicate corresponding parts.

This invention relates to a new wooden street-pavement, which is so arranged that the blocks in each row are connected with each other, so that not one can be forced down without the others also sinking; thereby the holes, now generally occurring in wooden pavements by the sinking of single blocks, will be avoided, and a whole coherent wooden pavement will thus be provided.

The invention also consists in boring vertical holes into the blocks for the purpose of receiving sand, cement, or tar. The same will wear quicker than the wood, and the surfaces of the filling will, therefore, be lower than the face of the wooden blocks; thereby a sufficiently uneven surface is provided for the purpose of giving a secure foothold to the horses.

A A represent the blocks, which constitute my improved pavement. The same are made of any suitable kind of wood, and of any suitable size, of rectangular or other form, as shown in Fig. 1. They are placed in rows upon suitable beds, as shown, each row extending from one curb to the other.

In the side of each block, near to the edge of the same, is a semi-cylindrical depression, *a*, arranged in such a manner that, with the similar semi-cylindrical recess, *a*, in the adjoining block, a cylindrical receptacle for small blocks, *b b*, will be provided.

By these blocks *b b* the blocks A, in each row, will be connected so as to form a coherent chain, and a sudden depression or elevation of any single block, A, is thereby made impossible. The blocks *b* may, if desired, be fitted into the recesses in two rows of blocks A, so as to connect two such rows; thereby the whole pavement would be connected.

By having one key-block, which is not connected with the others by the links *b*, the pavement can be taken up for repair. The blocks A A are provided with vertical holes, *c c*, bored from their surfaces into or through the same, as shown in the drawing. These holes are filled with sand, cement, or any suitable material, and are for the purpose of securing foot-holds for the horses, and for allowing expansion and contraction of the blocks.

The blocks A A may be laid upon boards, B B, which would be laid one or more inches apart, so as not to retain moisture. These boards would be laid upon a layer, C, of coal-tar or cement, under which sand, D, would be spread, as shown in Fig. 2; or the blocks A may be laid directly upon the tar C, as shown in Fig. 3. The links *b* may be of other than round form; they may be square or polygonal, if desired. The recesses *a* would, in that case, correspond to the shape of the blocks *b*.

I claim as new, and desire to secure by Letters Patent—

The blocks A A, when provided with perforations C C into or through the same, substantially as and for the purpose herein shown and described.

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Witnesses:
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