

D. McKenzie.

Wood Pavement.

N^o 79,674.

Patented Jul. 7, 1868.

Fig. 1.

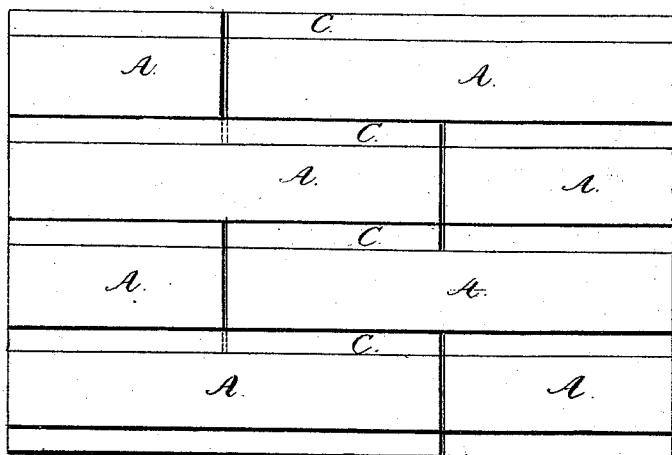
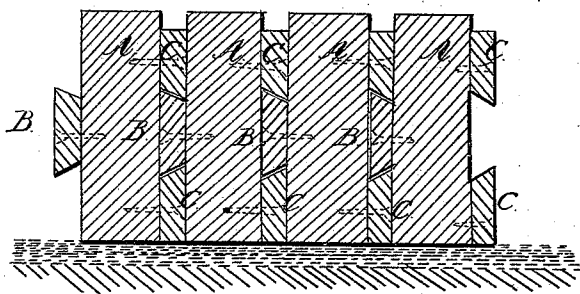


Fig. 2.



Witnesses.

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DUNCAN McKENZIE, OF BROOKLYN, NEW YORK.

Letters Patent No. 79,674, dated July 7, 1868.

IMPROVED WOODEN PAVEMENT.

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

TO ALL WHOM IT MAY CONCERN:

Be it known that I, DUNCAN McKENZIE, of Brooklyn, in the county of Kings, and State of New York, have invented a new and useful Improvement in Wooden Pavements; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable those skilled in the art to make and use the same, reference being had to the accompanying drawings, forming part of this specification.

This invention relates to a new and useful improvement in wooden pavements, of that class which are constructed of blocks laid with the grain in a vertical position, and placed in parallel rows, with a space or recess allowed between the rows to receive sand and serve as a foot-hold for horses.

The invention consists in connecting the rows of wooden blocks by means of dove-tail wooden strips attached to the sides of the blocks, and arranged in such a manner that when the pavement is laid, it will be retained in proper position or at the proper level, the several blocks sustaining each other throughout the entire length of the pavement.

In the accompanying sheet of drawings—

Figure 1 is a plan or top view of my invention.

Figure 2, an end view of the same.

Similar letters of reference indicate corresponding parts.

A represents the blocks of wood of which the pavement is constructed.

Any suitable timber may be used, but spruce plank, from three to four inches thick, and cut into lengths, say, of eight inches, will probably be the most desirable.

These blocks are set with the grain of the wood in an upright position, as shown clearly in fig. 2, and to one side of each block there is attached horizontally, by nails or otherwise, a wooden strip B, having bevelled or dove-tail upper and lower surfaces, as shown in fig. 2.

To the other side of the blocks there are attached horizontally two wooden strips C C, a space being allowed between them, and the inner edges of these strips are bevelled or of dove-tail form, corresponding to the upper and lower surfaces of the strips B, the space between the strips C C being of such a width as to receive the strips B, as shown clearly in fig. 2.

By this arrangement it will be seen that the blocks A, when fitted together and laid for a pavement, will be in parallel rows, and connected together by dove-tail fastenings or locks, the blocks being laid so as to "break joints," as it is commonly termed, (see fig. 1.)

The upper strips C are a short distance below the upper surfaces of the blocks A, so as to leave a space to receive sand, the blocks, as they are laid, being covered or dipped in coal-tar, and the top of the pavement covered with a coat of said tar, and the spaces between the blocks then filled with sand.

The blocks A may be laid on a concrete or plank foundation, the street, of course, being properly graded previous to laying the foundation.

I do not claim broadly the use of dove-tailed strips for securing wooden paving-blocks together, as I am aware that this has been done before; but

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

The wooden pavement, constructed, as described, of the blocks A, secured together by means of the bevelled strips attached to the opposite sides of said blocks A, in the manner substantially as herein shown and described.

DUNCAN McKENZIE.

Witnesses:

WM. F. McNAMARA;

ALEX. F. ROBERTS.