

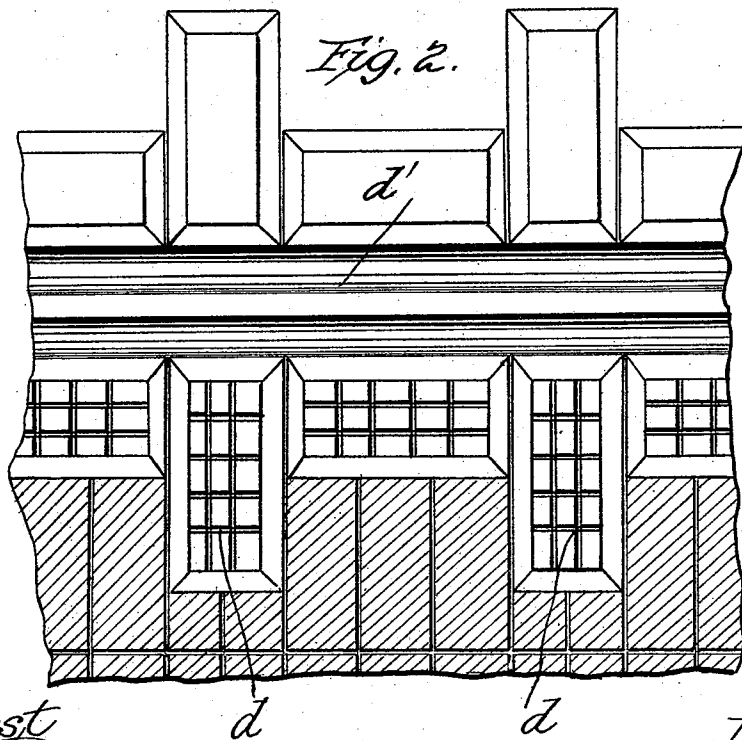
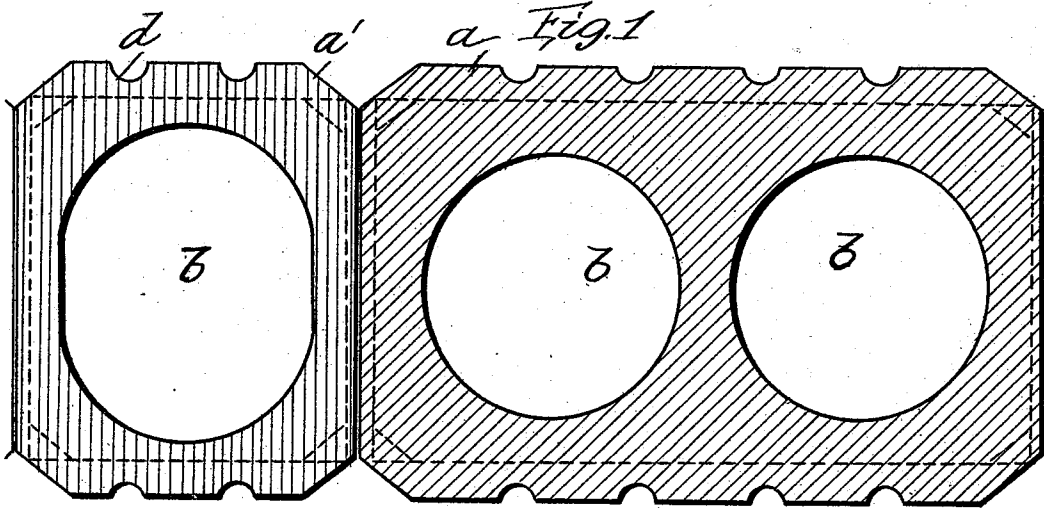
(No Model.)

2 Sheets—Sheet 1.

E. PERRODY.
METALLIC PAVEMENT.

No. 529,747.

Patented Nov. 27, 1894.



Attest
James M. Fisher

Inventor
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ATTYS

(No Model.)

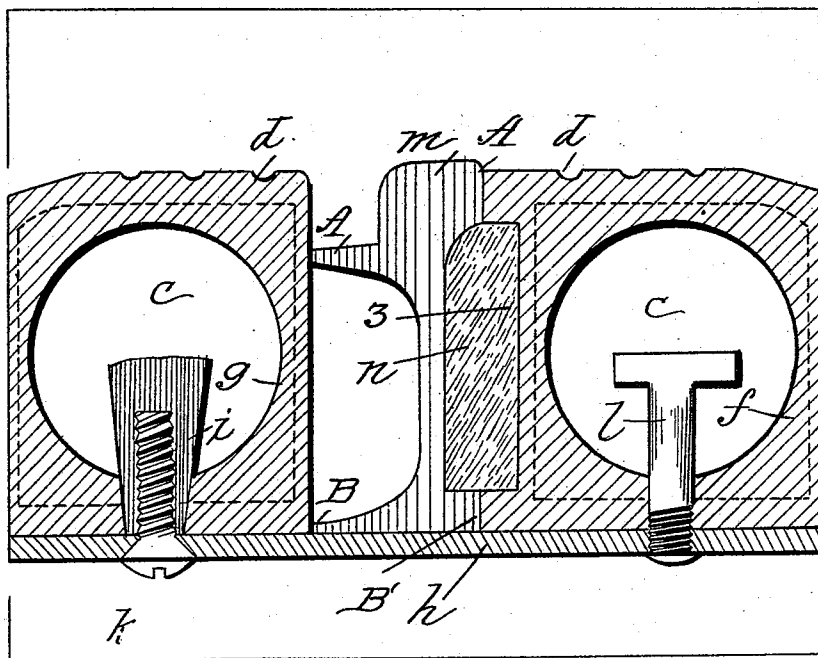
2 Sheets—Sheet 2.

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Fig. 3.



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UNITED STATES PATENT OFFICE.

ESPRIT PERRODY, OF GENEVA, SWITZERLAND.

METALLIC PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 529,747, dated November 27, 1894.

Application filed March 16, 1894. Serial No. 503,921. (No model.) Patented in Belgium November 24, 1893, No. 107,332; in England December 2, 1893, No. 23,180; in Italy December 13, 1893, LXIX, 216, and in France January 24, 1894, No. 239,740.

To all whom it may concern:

Be it known that I, ESPRIT PERRODY, of Geneva, Switzerland, have invented new and useful Improvements in Metallic Pavements; and I do hereby declare the same to be fully described in the following specification.

The invention has been patented in France, dated January 24, 1894, No. 239,740; in Great Britain, dated December 2, 1893, No. 23,180; in Belgium, dated November 24, 1893, No. 107,332, and in Italy, dated December 13, 1893, No. 69/216.

This invention relates to metallic pavements intended chiefly for use in connection with tramway lines for paving along the rails, and consists in an improved construction or arrangement of metallic paving blocks and novel or improved manner of using the same, the objects of my improvements being directly to provide a durable and economical pavement along the edges of the rails of tramways preventing the formation of ruts at their sides.

In the three sheets of drawings appended hereunto:—Figure 1, shows a vertical section of my improved metallic paving blocks in full size; Fig. 2, a plan of their arrangement along the edges of a grooved tramway rail or rail with check rail, on a reduced scale; Fig. 3, a section of two blocks and bed plate, showing the manner of securing a rail by their means.

The metallic pavement is formed of blocks *a a'* cast of iron or steel or other tough metal, which are cored out either cross wise as shown at *b, b* or lengthwise as shown at *c* or chambered out with openings in the ends, and filled with concrete or equivalent material hardening under or resisting to the influence of water and humidity. The upper and under surfaces of the blocks are formed with longitudinal and cross grooves *d* as shown on Fig. 2, in plan or diagonal grooves and are chamfered round the top and bottom edges, affording a sure hold to the horses' hoofs and preventing their slipping. The blocks have a seating or bedding surface equal to their

upper surface, and when worn off on the upper side can be reversed, the blocks thus being used twice over. Fig. 2, shows a plan of the pavement along a grooved rail *d'* or provided with a check rail to form a groove. The blocks are preferably placed alternately with their long and short sides against the rail so as to be bound in with the wood or other pavement *e* used. In this way an iron roadway twelve to fifteen inches wide is obtained preventing the formation of ruts along the rails which with ordinary pavements is caused by carts and carriages of different wheel gage proceeding along the tramway line. I utilize such metallic paving blocks for fixing the rails in the manner shown by Fig. 3. Two blocks *f* and *g* of the sectional shapes shown are fixed upon a bed plate *h* which may be done by means of a wood plug *i* and screw *k* or by a headed screw *l* screwed into the bed plate and riveted over or any other convenient means, the hollows in the blocks being filled in afterward with concrete or equivalent material. The bed plate *h* may be of any size considered necessary. The rail *m* to be used in connection with the blocks and plates is of the sectional shape shown on the drawings, and is fixed by means of a wooden wedge *n* driven in the recess 3 in the side of the block *f*, the plate *h* with the blocks *f g* fixed thereto forming a chair for the rail, which is fixed without bolts. Fish plates also may be dispensed with. If the wedge shrinks through dryness, it can be tightened against the rail by means of thin iron wedges driven into the ends. If the top of the rail becomes worn to an appreciable extent, the rail can be easily raised by placing wood or metal packings under it on the bed plates. The rail *m* has upper and lower bearings *A B, A' B'* against the blocks and the groove for the wheel flange is formed between the head of the rail and the opposite block.

Having now described my invention, what I claim is—

1. In combination, the metallic block *g*, the block *f*, having a recess 3 in its side, the plate

h to which the blocks are attached, the rail fitted between the blocks and having the bearings *A B*, *A' B'* against the same and the wedge *n* driven in the recess 3 and against
5 the rail, substantially as described.

2. In combination, the paving blocks having the hollow interior, the plate *h*, the fastening means for said blocks extending into

the hollow interiors and the rail fitted between the blocks, substantially as described. 10

In witness whereof I have hereunto set my hand in presence of two witnesses.

ESPRIT PERRODY.

Witnesses:

B. H. RIDGELY,

E. E. WETTENBART.