

L. CALDWELL.

Improvement in Wood Pavement.

No. 122,358.

Patented Jan. 2, 1872.

Fig. 1.

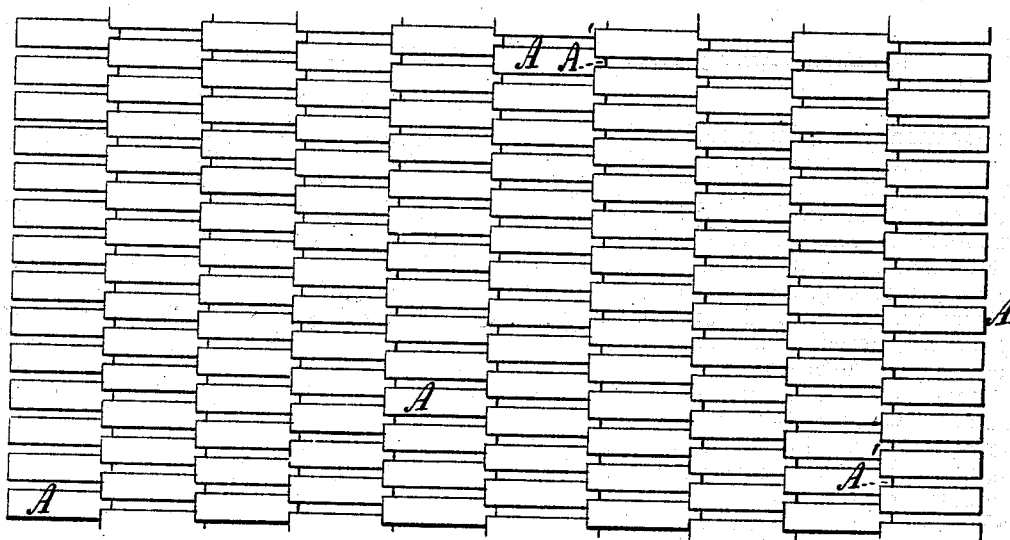


Fig. 2.

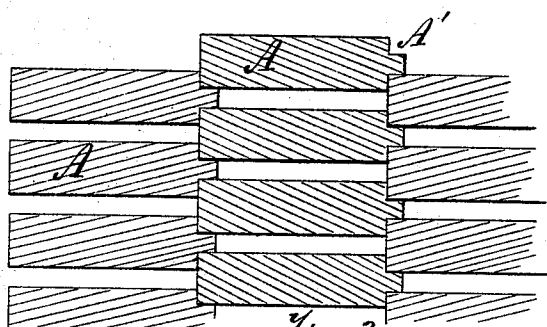
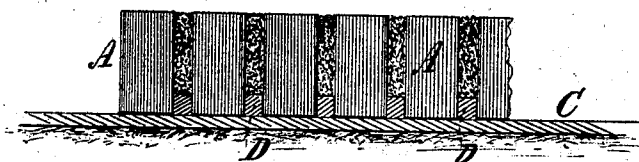


Fig. 3.

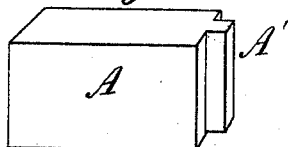
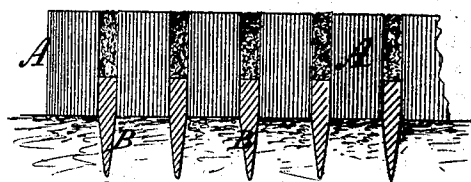


Fig. 4.



Witnesses.
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UNITED STATES PATENT OFFICE.

LUTHER CALDWELL, OF ELMIRA, NEW YORK.

IMPROVEMENT IN WOOD PAVEMENTS.

Specification forming part of Letters Patent No. 122,358, dated January 2, 1872.

Specification describing a certain Improvement in Wood Pavements, invented by LUTHER CALDWELL, of Elmira, in the county of Chemung and State of New York.

The blocks of this pavement are laid in a checkered manner, so as to divide the surface of the street into longitudinal rows of consecutive blocks and intervening spaces, each row being closely jointed to the adjoining rows; and my improvement consists in forming a tenon upon one end of each paving-block to enter the space between the two adjacent blocks of the adjoining row for the purpose of interlocking all the blocks of the entire street-surface in putting them down.

Figure 1 is a plan of my improved wood pavement. Figs. 2 to 4 are views of the same drawn on an enlarged scale.

The same letters of reference are employed in all the figures in designating identical parts.

The blocks A of this pavement should be made of uniform dimensions, as nearly as possible, which will greatly facilitate the laying of the pavement and also cause it to be of greater durability. One end of each block is rabbeted vertically to form a tenon, A', extending from top to bottom, and corresponding in outline with the sides of the block, whether the same be parallel or converging. In the latter case the sides of the tenon must converge in a direction reverse to that in which the sides of the block converge. In constructing a pavement from blocks of this construction the work is begun at the curbstone by putting down a row of blocks with their butt ends bearing against the curb; the butt ends of the blocks of the next row are inserted between the tenons of those already down, and

thus the work proceeds across the street, the blocks abutting against the opposite curbstone being without tenons. I prefer to lay the blocks upon a sand or gravel foundation, duly packed beneath each individual block by wedges B driven down the spaces between the blocks into the ground. The upper end of the wedges is formed with sides fitting snugly the spaces between the blocks, up which they extend a short distance, and thus tend to relieve to some extent the strain upon the tenons. The remaining space between the blocks is filled with gravel and tar or other suitable concrete up to the surface, firmly rammed down in the ordinary manner. The blocks may be laid upon a board foundation, C, as shown in Fig. 4, in which case keys D should be inserted between the blocks to answer the purpose of the projecting wedges.

What I claim as of my invention, and desire to secure by Letters Patent, is—

1. A paving-block A, constructed with a vertical tenon, A', at one end, which is adapted to fit the space between the butt ends of two blocks of an adjoining row, substantially as and for the purpose set forth.

2. In a wood pavement, the combination of the blocks interlocked by tenons A' and the wedges B, substantially as and for the purpose specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

LUTHER CALDWELL.

Witnesses:

R. A. HYDE,
Z. L. CAMPBELL.

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