(No Model.)

# E. A. SNOW.

## PAVEMENT.

No. 369,478. Patented Sept. 6, 1887.

Fig. 1.

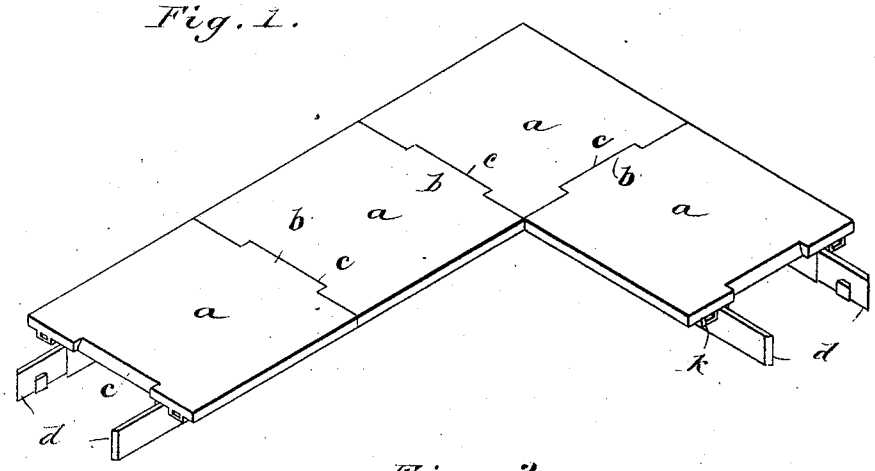



Fig. 2.

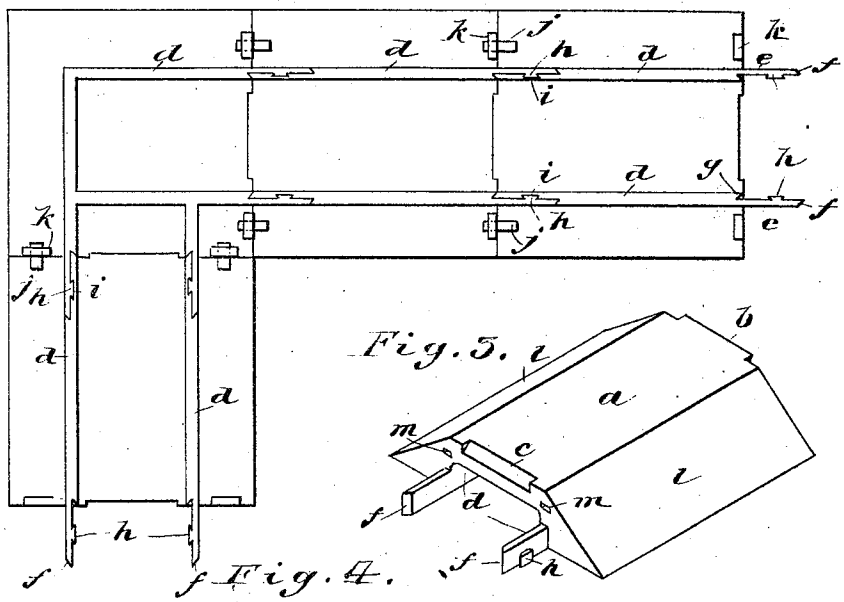
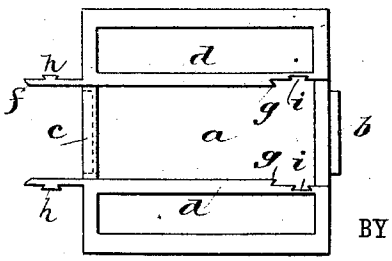



Fig. 3.




Fig. 4.




WITNESSES:

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# UNITED STATES PATENT OFFICE.

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## PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 369,478, dated September 6, 1887.

Application filed February 7, 1887. Serial No. 226,781. (No model.)

*To all whom it may concern:*

Be it known that I, ELWIN A. SNOW, of Jacksonville, in the county of Tompkins and State of New York, have invented a new and Improved Pavement, of which the following is a full, clear, and exact description.

The object of my invention is to provide a pavement that can be readily and quickly laid, and which will be durable and self-supporting over uneven ground, ditches, &c.

My invention consists of a series of plates or blocks having on their under surface supporting-bars.

It further consists of means for locking the plates together, and of the construction and combination of the different parts, all as will be hereinafter more fully described.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective of a corner, showing a number of the plates in position. Fig. 2 is an inverted plan view of the same, showing the means for locking the plates and supporting-bars. Fig. 3 is a perspective view of a single plate adapted for a cross-walk. Fig. 4 is an inverted plan view of the same.

In the drawings, *a* represents the plates which make up the pavement and walk.

The plates *a*, with the exception of the corner-plate, have the beveled projections *b* and the corresponding beveled recesses, *c*, to receive the projections *b* when the plates *a* are in position. The corner-plate has the beveled recesses *c*, but not the projection. The projection *b* of one plate fits in the recess *c* of the corresponding plate, thus securely holding the plates *a* from lateral displacement. The supporting-bars *d* on the under surface of the plates *a* project slightly in advance of one end of the plates *a*, and at the opposite end they are flush with the said plates. The ends of the bars *d* are reduced, and when the plates *a* are in position a reduced lapped joint is formed. The reduced parts *e* of the bars *d* have the beveled ends *f* and the beveled shoulders *g*. The ends *f* of the bars *d* of one plate set into the beveled shoulders *g* of the bars of the corresponding plate. The dovetailed blocks *h* fit into corresponding dovetailed recesses, *i*. The locked joint thus formed admits of easy adjustment, and also securely locks the plates *a* and bars *d* together. The plates *a* are also locked in position by the bolts *j* of one plate passing through keepers *k* on the corresponding plate.

In Fig. 3 I have shown an arched plate or block adapted for a cross-walk. This plate is made heavier at its base and has the beveled sides *l*, so that vehicles in riding over the walk will not displace the same. By having the plates arched a stream of water has free way under the walk across the road. In this plate the connecting-bars and locking arrangement are the same as above described. The bolts *j* of one plate pass into cavities *m* of the corresponding plate.

The plates of this pavement and walk, as well as the supporting-bars, I prefer to make of cast-iron; but they may be made of any suitable material. It is specially adapted for use over uneven ground, across ditches, creeks, &c., as it is self-supporting.

Having thus fully described my invention, what I claim as new, and desire to secure by Letters Patent, is—

1. A pavement composed of a series of plates having integral longitudinal interlocking plates formed on their under surfaces, substantially as set forth.

2. In a pavement, a plate having a beveled recess in one end, a beveled projection at its opposite end, and parallel longitudinal supporting-bars on its under surface integral therewith and projecting beyond one end of the plate, substantially as set forth.

3. In a pavement, the plate *a*, having the beveled projection *b* at one end, the beveled recess *c* in its opposite end, in line with the projection and of a size corresponding therewith, the bolt *j*, projecting beyond one end of the plate, and the keeper *k* at the opposite end of the plate, in alignment with the bolt, substantially as set forth.

4. In a pavement, the plate *a*, having the integral parallel longitudinal supporting-bars *d*, projecting beyond the plate at one end and vertically reduced at opposite sides of their opposite ends, as at *e*, to form interlocking joints with the adjacent plates, the ends of the reduced portions being beveled, as at *f g*, substantially as set forth.

5. In a pavement, the plate *a*, having the parallel longitudinal bars *d*, formed on its under side and vertically reduced at opposite sides of its opposite ends, as at *e*, the inner faces of the reduced portions at one end having the vertical dovetail blocks, and the dovetail recesses *i* in the inner faces of the reduced portions of the opposite ends, substantially as set forth.

6. In a pavement, the arched crossing-plate *a*, having its longitudinal side edges beveled, as shown at *l l*, and having the integral parallel longitudinal supporting-bars *d* on its under surface, substantially as set forth.

ELWIN A. SNOW.

Witnesses:
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W. E. DEAN.