

J. VANDERCAR.
Iron Pavements.

No. 146,413.

Patented Jan. 13, 1874.

Fig. 1.

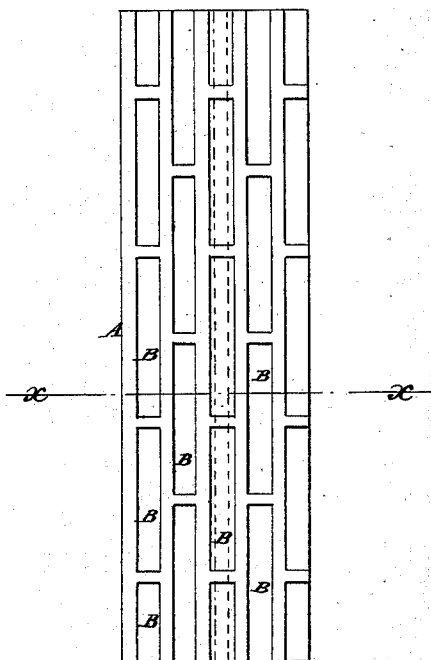
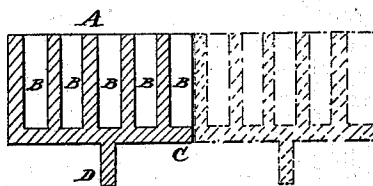


Fig. 2



WITNESSES.

A. W. Almqvist
C. Sedgwick

INVENTOR.

BY *J. Vandercar*
mmw/lz
ATTORNEYS.

UNITED STATES PATENT OFFICE.

JOHN VANDERCAR, OF BROOKLYN, ASSIGNOR TO MARTIN VAN BUREN,
OF NEW YORK, N. Y.

IMPROVEMENT IN IRON PAVEMENTS.

Specification forming part of Letters Patent No. **146,413**, dated January 13, 1874; application filed
November 15, 1873.

To all whom it may concern:

Be it known that I, JOHN VANDERCAR, of Brooklyn, in the county of Kings and State of New York, have invented a new and useful Improvement in Iron Pavements, of which the following is a specification:

The invention will first be fully described, and then pointed out in the claim.

In the accompanying drawing, Figure 1 is a top view of one of the sections. Fig. 2 is a vertical cross-section of Fig. 1, taken on the line *x x*.

Similar letters of reference indicate corresponding parts.

A represents the section. B are chambers, which are to be filled with cement, sand, or other suitable material. C is the bottom, which rests upon the foundation of the road. D is a flange on the bottom of the section. This flange may run the whole length of the section, or only part way, or it may be made in short pieces, and thus form a broken flange. When the section is placed on the roadway this flange is designed to be embedded in the foundation, and thereby prevent the section from tipping or getting displaced by the wear or uneven tread upon it. These sections, each with a tight bottom, have a broad surface, and

are not likely to become displaced, but they may be made to lock together so as to support each other.

The chambers may be filled with concrete or asphaltic cement, which will harden by exposure to the air, or they may be filled with sand or gravel. In either case, the chambers will give a good foothold for horses, and prevent the constant slipping which strains and ruins so many horses in frosty weather. These chambers may be eight or ten inches in depth, and may be filled with wood, if desired.

One main advantage is that a pavement formed of these sections may be readily taken up for putting down water or gas pipes, and the pavement will not be injured or disfigured thereby.

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

A pavement made in sectional iron frames A, each having the long vertical chamber B, bottom C, and subjacent flange D, as and for the purpose described.

JOHN VANDERCAR.

Witnesses:

T. B. MOSHER,
C. SEDGWICK.