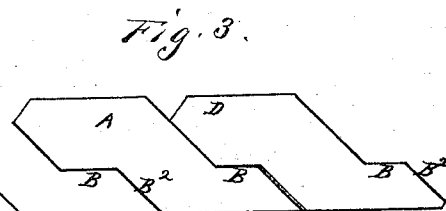
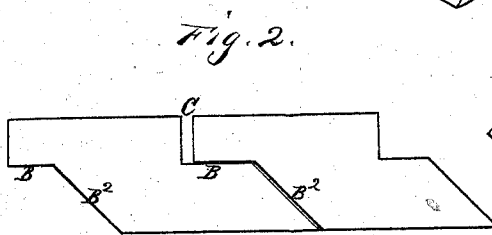
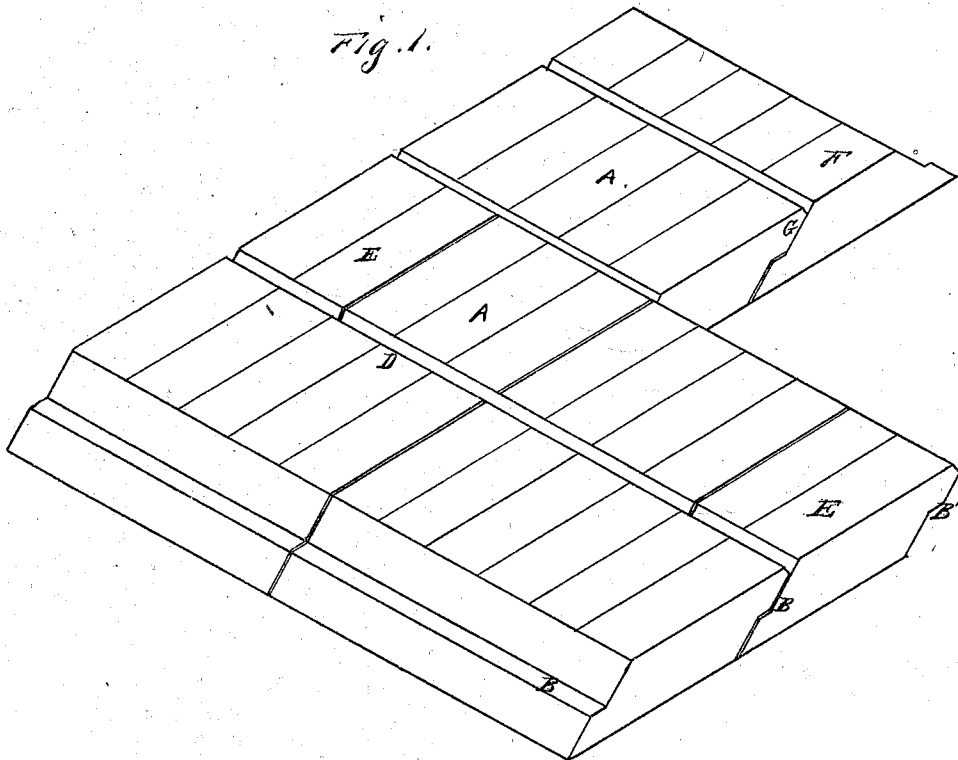


W. KILBURN.
Pavements.

No. 140,835.

Patented July 15, 1873.



Witnesses.
Attest
Philip Mahler

Wells Kilburn
By L. W. M. Smith atty.

UNITED STATES PATENT OFFICE.

WELLS KILBURN, OF NAPA, CALIFORNIA.

IMPROVEMENT IN PAVEMENTS.

Specification forming part of Letters Patent No. **140,835**, dated July 15, 1873; application filed March 24, 1873.

To all whom it may concern:

Be it known that I, WELLS KILBURN, of the city and county of Napa, State of California, have invented an Improvement in the Construction of Street-Pavements; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings and to the letters marked thereon.

My invention consists, mainly, in forming the blocks or slabs of which the pavement is composed of artificial stone, and laying the blocks in such a manner as to break joints and prevent inequalities in the surface of the pavement by the settling down of the road-bed when heavily weighted with traffic.

Referring to the drawings, Figure 1 represents a perspective view of my pavement; Fig. 2, an end view of two blocks with vertical space between. Fig. 3 is also an end view of two blocks with V-shaped space.

The block A may be formed of artificial stone, and each block is provided with a rabbet, B B, above and below, so that the thinner edge of one block rests upon the ledge, shelf, or rabbet of the preceding block, and the whole is bound together in a self-supporting manner when laid with the beveled portion B² at the end or below the rabbet, fitting closely against the beveled face of the preceding block, as shown.

It will here be observed that, looking at the end of the blocks or slabs, they have a Z-shaped appearance, with the incline or body much thicker than the arms of the Z.

A vertical space, C, is left to be filled with gravel or concrete, and, if found more convenient, a V-shaped space may be easily formed by beveling the edge D of the block for the same purpose—that is, for affording a sure footing for horses passing over the pavement.

The blocks are laid upon the natural founda-

tion of the road-bed transversely, so as to break joints, after it has first been rolled or battered down with a maul.

Should the grooves become worn away, and others become necessary, a saw with hardened or diamond-pointed teeth might be employed to deepen the grooves of the pavement from time to time.

Should it become necessary to break and remove the pavement for the introduction of pipe and sewers beneath, I employ shorter blocks or keys E at intervals, laid next to the curb-stone, that admit of an easy separation of the blocks, which would not otherwise be the case if the blocks were all made uniform in length.

If it be desirable to construct the pavement from a given point crowning transversely with the street, or so that a decline is desired both ways, the apex or key block F is constructed with a rabbet at both edges, as shown, and the lip or extended part G of the adjacent block at each side is made to fit closely against the sides and top of the rabbets in the said key-block.

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

1. The described pavement, composed of blocks having the rabbets B, beveled sides B², and space C between the blocks, as and for the purpose described.

2. The blocks or keys F, provided with double-surface rabbets B², substantially as and for the purpose specified.

In witness whereof I have hereunto set my hand and seal.

WELLS KILBURN. [L. s.]

Witnesses:

C. W. M. SMITH,
A. G. ANTHONY.