

A. POTTS.

Improvement in Wood Pavements.

No. 114,038.

Patented April 25, 1871.

Fig. 1.

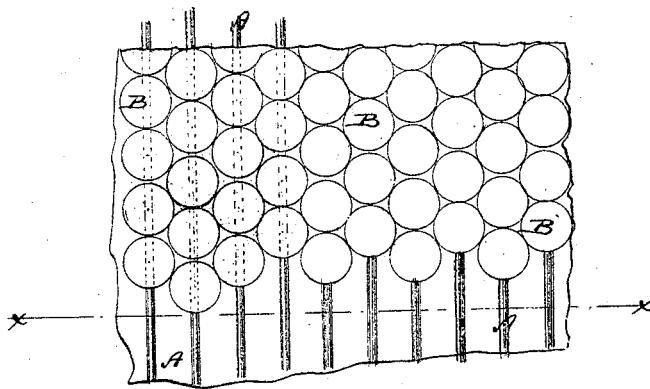


Fig. 2.



Witnesses:

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ALBERT POTTS, OF PHILADELPHIA, PENNSYLVANIA.

Letters Patent No. 114,038, dated April 25, 1871.

IMPROVEMENT IN WOOD PAVEMENTS.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern:

Be it known that I, ALBERT POTTS, of Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented a new and improved Wooden Pavement; and I do hereby declare that the following is a full, clear, and exact description thereof, which will enable others skilled in the art to make and use the same, reference being had to the accompanying drawing forming part of this specification, in which—

Figure 1 represents a plan or top view of my improved wooden pavement.

Figure 2 is a transverse section of the same taken on the plane of the line *x x*, fig. 1.

Similar letters of reference indicate corresponding parts.

This invention relates to a new wooden street-pavement which is composed of cylindrical blocks set on end, and forked at the lower ends to straddle horizontal strips which are set on edge upon the bed of the street.

A very durable and cheap pavement is thus obtained, which can be readily laid and easily repaired.

Upon the bed of the street is placed a series of horizontal wooden strips, A A, which are set on edge, as shown.

B B are the cylindrical blocks of wood set on end close together, their upper ends being flush to constitute the treading surface of the pavement.

The lower end of each block is slotted to become

forked, as shown, and all the blocks are set over the strips A to straddle the same in the manner clearly indicated in fig. 2.

The strips hold the blocks in proper rows and prevent their being forced into the ground by the weight upon them.

I prefer to lay the strips transversely across the streets; but above the water and gas-mains, &c., the strips may be laid lengthwise, parallel with the direction of such mains, while the remaining strips in the same street are at right angles thereto. This will enable the mains to be reached without taking up more pavement than is just above them, while branch-pipes can also be advantageously reached under the transverse strips at the sides of the street.

The blocks are slotted either directly, by providing a suitable gauge on the saw to prevent its cutting too far, or they are first bored where the upper end of the slot is to be and then cut by the saw up to the aperture.

Having thus described my invention,

I claim as new and desire to secure by Letters Patent—

A wooden pavement composed of cylindrical upright blocks and of horizontal strips, the blocks being forked to straddle the strips, as set forth.

ALBERT POTTS.

Witnesses:

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