J. V. McADAM.

Wood-Pavements.

No. 196,303. Patented Oct. 23, 1877.

Fig. 1.

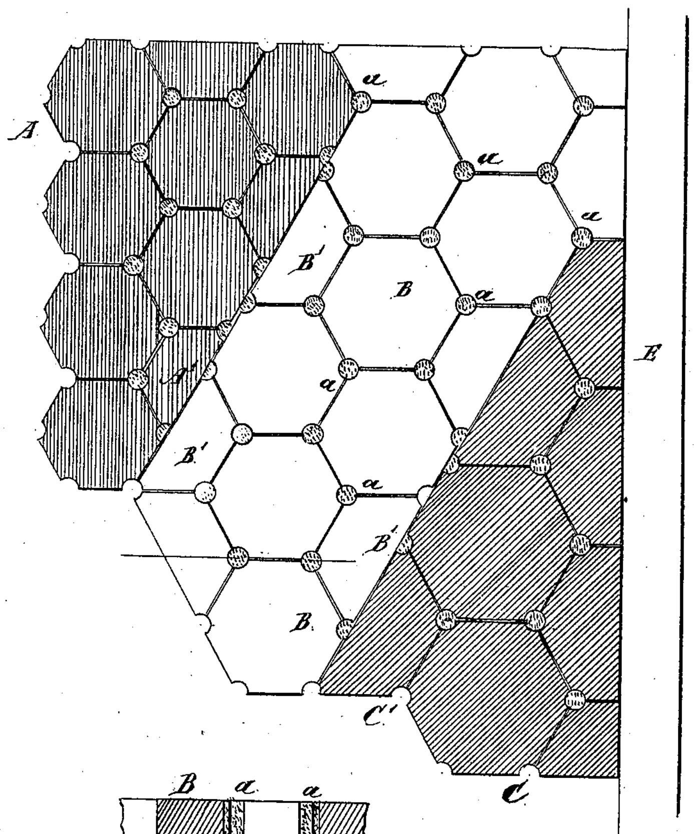
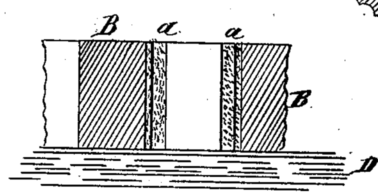


Fig. 2.



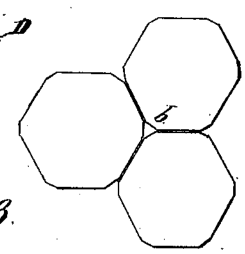


Fig. 3.

Witnesses:

E. A. West,

O. W. Bond.

Inventor:

John V. McAdam

UNITED STATES PATENT OFFICE.

JOHN V. McADAM, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN WOOD-PAVEMENTS.

Specification forming part of Letters Patent No. **196,303**, dated October 23, 1877; application filed April 17, 1877.

To all whom it may concern:

Be it known that I, JOHN V. McADAM, of Chicago, Cook county, State of Illinois, have invented new and useful Improvements in Wood Pavements, of which the following is a full description, reference being had to the accompanying drawings, in which—

Figure 1 is a plan; Fig. 2, a vertical section at *x* of Fig. 1.

My invention relates to pavements formed from six-sided wooden blocks. Its objects are to provide additional means for keeping the blocks in position, and to provide for laying blocks of different diameters in the same pavement, as shown in Fig. 1, which I accomplish by cutting away each block at each corner, thus forming an opening at each corner, which openings are to be filled with gravel and tar, or other suitable material, and by using half-blocks, placed as represented.

In the drawings, A B C represent six-sided blocks of different diameters. A′ B′ C′ represent half-blocks. D is the foundation on which the blocks rest. E is the curb-stone.

The several blocks are cut away at each corner, so that when the blocks are laid there are openings at the corners extending down to the foundation, which are filled with gravel and tar, or other suitable material. In Figs. 1 and 2 these openings are circular, and they may be about one and a quarter inch in diameter.

a represent the said openings and filling. These openings may be triangular, as shown at *b*, Fig. 3, the corners being cut off square.

The blocks can be conveniently made from round timber of about the same diameter as the blocks; and in order that there shall not be a great waste of timber, it will be desirable to use blocks of different diameters. Such blocks cannot be placed promiscuously in the pavement, but, by adopting my plan, can be used as shown in Fig. 1, where, for illustration, A may represent blocks five inches in diameter, B blocks six inches in diameter, and C blocks seven inches in diameter. By using half-blocks A′ B′ C′, placed along continuous lines, as shown in Fig. 1, these blocks of different diameters can be readily used. These lines along which the half-blocks are laid should be diagonal to the street, so that in use channels will not be worn along the lines. Portions of the half-blocks will sometimes overlap a whole block. The holes and filling *a* will assist in locking the blocks and keeping them in position, and will also afford a foot-hold for horses and prevent them from slipping. The joints of this pavement are close, and channels will not be readily worn by use; at the same time the filled openings furnish a foot-hold for horses, and the surface of the pavement will wear evenly.

There is a tendency, when four-sided blocks are used, for the pavement to become irregular, the blocks assuming an S form across the street; but these six-sided blocks, aided by the filled channels, will retain their position. A decided advantage is gained from the use of blocks of different diameters, as described.

I do not claim half-blocks broadly, as they have been heretofore used for boundary or border blocks. By the use of half-blocks within the body of the pavement, as shown, I am able to construct a compact pavement from hexagonal blocks varying in size.

What I claim as new, and desire to secure by Letters Patent, is as follows:

1. In a wood pavement, the six-sided blocks, provided with filled openings *a* at the corners, substantially as and for the purposes set forth.

2. In a block pavement, the combination of the six-sided blocks A B C, of different diameters, with the half-blocks A′ B′ C′, substantially as and for the purpose set forth.

JOHN V. McADAM.

Witnesses:
O. W. BOND,
E. A. WEST.