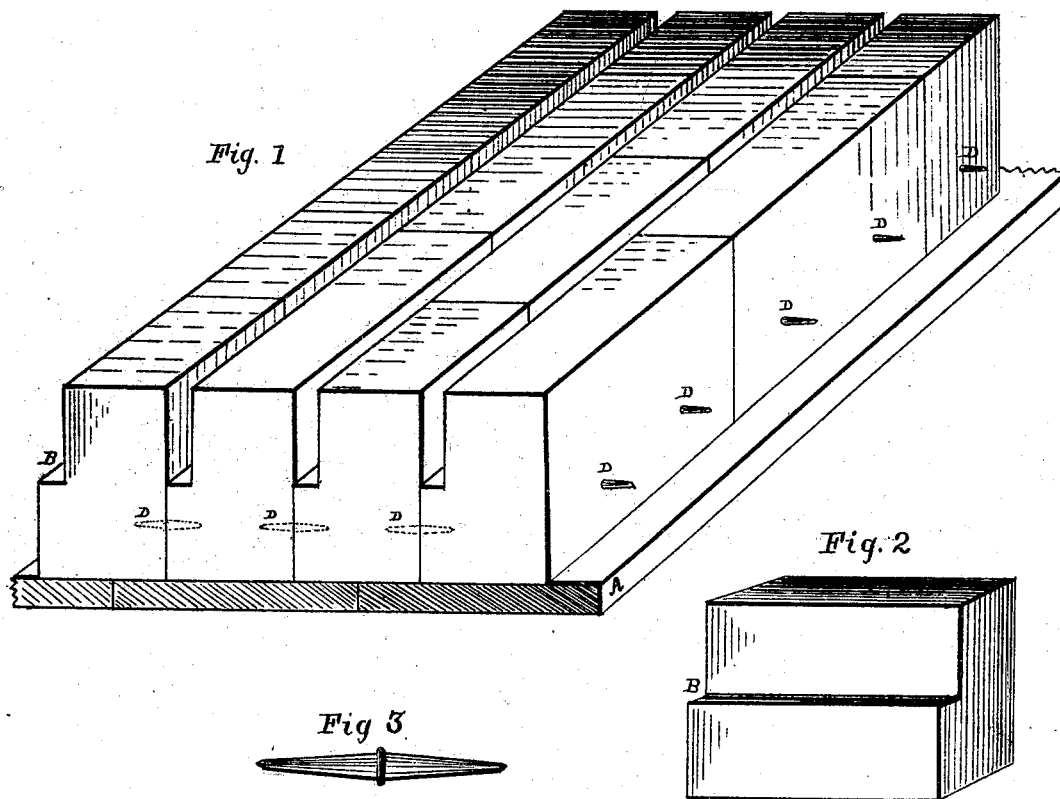


W. Bushnell,

Wood Pavement.

No. 110,954.

Patented Jan. 17, 1871.



Witnesses:
Jno. D. Coughlin
L. D. Fowley

Inventor:
William Bushnell

UNITED STATES PATENT OFFICE.

WILLIAM BUSHNELL, OF ELIZABETH, NEW JERSEY.

IMPROVEMENT IN WOOD PAVEMENTS.

Specification forming part of Letters Patent No. **110,954**, dated January 17, 1871.

To whom it may concern:

Be it known that I, WILLIAM BUSHNELL, of the city of Elizabeth, in the State of New Jersey, have invented a new and useful Improvement in the Construction of Wooden Pavement; and I do hereby declare that the following is a full, clear, and exact description of the same, reference being had to the annexed drawing, making a part of this specification, in which—

Figure 1 represents a section of wooden pavement, composed of twelve blocks joined together by metallic dowel-pins, as indicated by the dotted lines D D D. Fig. 2 shows the form and style of a single block, such as are grouped together in Fig. 1. Fig. 3 represents a double-pointed metallic dowel-pin with a central shoulder, which may readily be driven one-half its length into a block of wood without boring a hole for it, but which, by reason of its central shoulder, cannot well be driven more than one-half its length into a block, thus rendering it peculiarly adapted to the construction of wooden pavements.

It is in this peculiarly-constructed pin applied to a wooden pavement that my invention consists.

This pin may be made in any convenient form of sections, it being only required that it shall be sufficiently pointed to be driven into the wood, and have centrally located a shoulder, of any convenient form, such as shall prevent the pin, when driven by the following block, from penetrating wholly or mainly into one block alone. The pin may be made of any suitable metal.

Similar letters of reference indicate corresponding parts in the several figures of this drawing.

To enable those skilled in the art to fully understand and to construct a pavement with my improved dowel-pin, I will describe and explain the mode of construction.

The foundation for the pavement I prepare

in the ordinary manner, by properly grading the street or road bed, and laying thereon, if desired, a substructure of boards, (making no claim, however, to invention in that line.) I then proceed to lay the blocks of wood in the following manner, to wit: I lay a row or tier of blocks, not having dowel-pins yet driven into them, entirely across the street or roadway, and then take blocks into which dowel-pins, Fig. 3, have been driven up to their central shoulders, as shown in Fig. 1, letters D D D D D, and placing them in the proper position to form the channels or recesses between the rows or tiers of blocks, as represented in Fig. 1; and with the projecting ends of the dowel-pins against the blocks already laid, I, by the aid of a hammer or mallet, drive the blocks together and force the projecting ends of the said dowel-pins into the blocks first laid, and so continue to join each succeeding row or tier of blocks to the row or tier next previously laid, and finally finish my pavement according to the style or shape of the blocks used, (making no claim to any method of filling the recesses or to any compound or material used for that purpose.)

Neither do I claim or propose to use or confine myself to any special or particular shape or style of blocks, the shape of the blocks represented in my drawing having been taken simply to show my plan of joining blocks together by means of my double-pointed and centrally-shouldered metallic dowel-pin; but

What I do claim as new, and desire to secure by Letters Patent, is—

A metallic dowel-pin for wooden pavements made with pointed ends and a central shoulder, and applied to the blocks in the construction of pavement, as set forth.

WILLIAM BUSHNELL.

Witnesses:

LEWIS HESSBERG,
W. A. BUSHNELL.