

G. W. WAITE & C. PECK.
Street-Pavement.

No. 215,493.

Patented May 20, 1879.

Fig. 3.

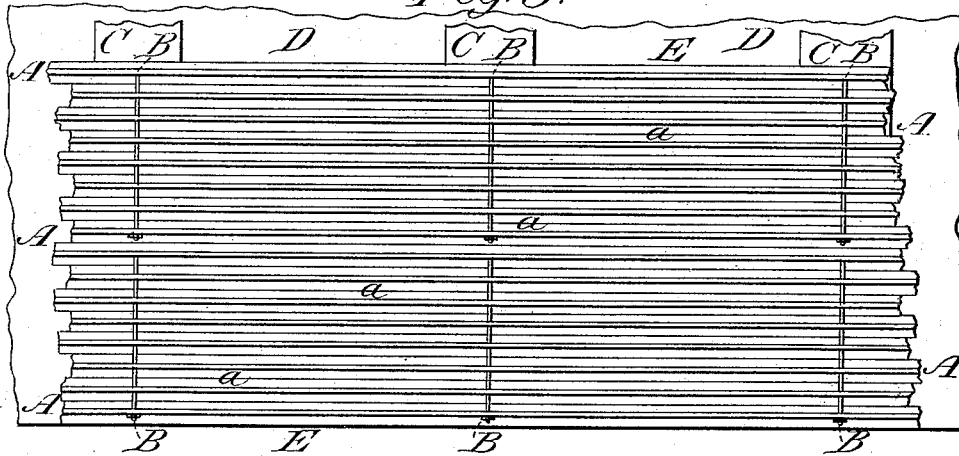


Fig. 2.

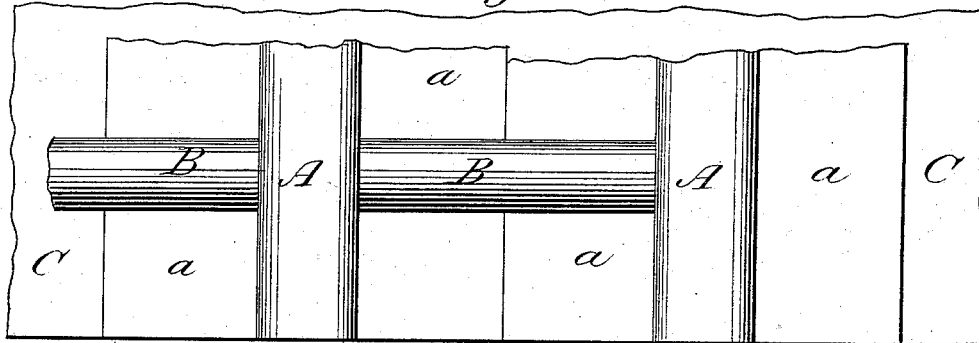
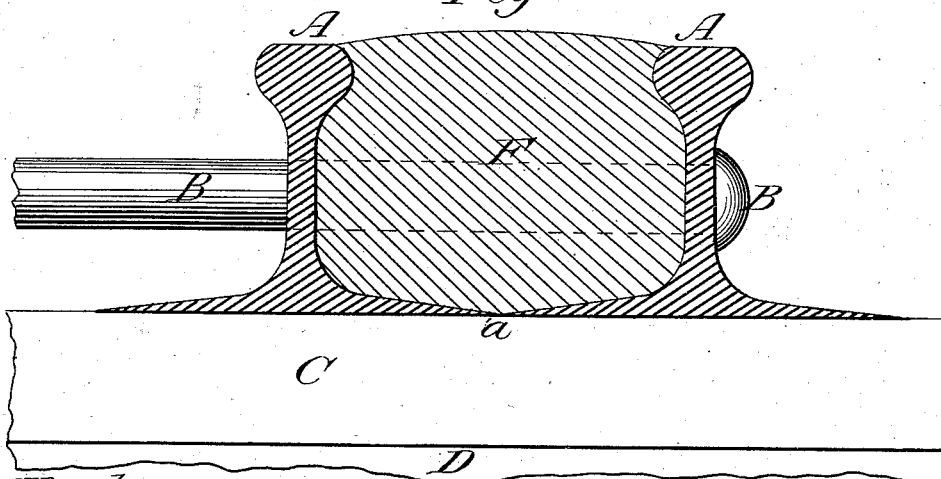


Fig. 1.



Attest;

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UNITED STATES PATENT OFFICE.

GEORGE W. WAITE, OF HYDE PARK, AND CHARLES PECK, OF CHICAGO,
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IMPROVEMENT IN STREET-PAVEMENTS.

Specification forming part of Letters Patent No. **215,493**, dated May 20, 1879; application filed
July 30, 1878.

To all whom it may concern:

Be it known that we, GEORGE W. WAITE, of the village of Hyde Park, and CHARLES PECK, of the city of Chicago, in the county of Cook, of the State of Illinois, have invented a new and useful Improvement in Street-Pavements, of which the following is a specification, reference being had to the annexed drawings, and the letters marked thereon, forming a part of the specification.

Our invention pertains to the class of street-pavements constructed of a metallic bed, formed with introcessions and made in sections, laid upon bearings embedded into the graded earth-bed, and in which the introcessions of the metallic sections are filled with a pliable preservative material.

We have produced this invention for the purpose of providing a street-pavement of greater durability, and that can be more easily and perfectly repaired, removed, and replaced, than any street-pavement heretofore produced and now in use.

We will now proceed to describe more fully our improved street-pavement, for the purpose of enabling others to make the same.

Our said invention consists of a street-pavement composed of a series of any required number of T-rails, A, of steel or iron, respectively, two inches, more or less, in height of rail, three inches, more or less, in width of tread, and twelve feet, more or less, in length, and bent to conform to the curvature of the earth-bed D of the street to which they are applied. The said earth-bed D of the street being previously worked to the required grade and curvature, said T-rails A are laid parallel to and against each other and transversely upon the street upon three or more, or less, bearings, C, of wood, respectively, one inch or more in thickness, twelve inches, more or less, in width, and of any suitable length, which bearings C are laid longitudinally upon the street and embedded in the earth-bed D thereof. The bearings C being at right angles to the T-rails A, the latter are anchored together in groups of eight, more or less, rails to the group by means of three or more metallic bolts, B, forming sections E of the pavement. The bolts B, being, respectively, one-half of an inch, more

or less, in diameter, and of the required length to extend across a section, E, are inserted into perforations previously cut into the T-rails A. The bearings C are coated with asphaltum or other suitable preservative material before they are embedded in the earth-bed D, and the T-rails A are coated on the under side with a like material before being placed upon their bearings; and when the bearings C and the T-rails A have been prepared and arranged as described upon the earth-bed D, and the T-rails have been anchored in groups or sections, as set forth, the introcessions or dovetail grooves *a*, formed by and between the T-rails A, are filled with a pliable concrete composition made of asphaltum mixed with other ingredients, or any other suitable pliable composition or substance, the concrete being held firmly within the grooves *a* by means of the upper expansion or shelving form of the T-rails A. See drawings, in which our hereinbefore-described improvement in street-pavement is fully shown, and in which—

Figure 1 represents an end view of a portion of a section, E, showing the end of the T-rails A and the bolts B and the bearings C, as arranged in relation to the T-rails A. Fig. 2 is a top view of Fig. 1; and Fig. 3 is a top view of two of the sections E of the pavement complete, except the filling in of the concrete.

Letters of like name and kind refer to like parts in each of the figures of the drawings.

Having thus described our improved street-pavement, what we claim as new, and desire to secure by Letters Patent, is—

In a street-pavement, the combination of the T-rails A, bearings C, bolts B, and pliable composition, the T-rails A being laid parallel to and against each other transversely upon the street upon the bearings C, and anchored together in sections by means of the bolts B, and the pliable composition being cast hot into the introcessions or dovetail grooves *a*, formed by the T-rails A, substantially as described, for the purpose set forth.

GEORGE W. WAITE.
CHARLES PECK.

Witnesses:

CHAS. S. WAITE,
LEWIS R. DYER.