

(No Model.)

H. SILVESTER.
STREET PAVEMENT.

No. 302,947.

Patented Aug. 5, 1884.

Fig. 1.

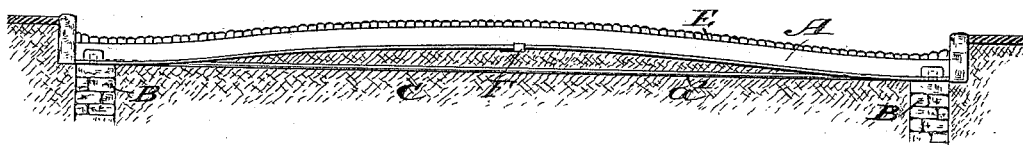


Fig. 2.

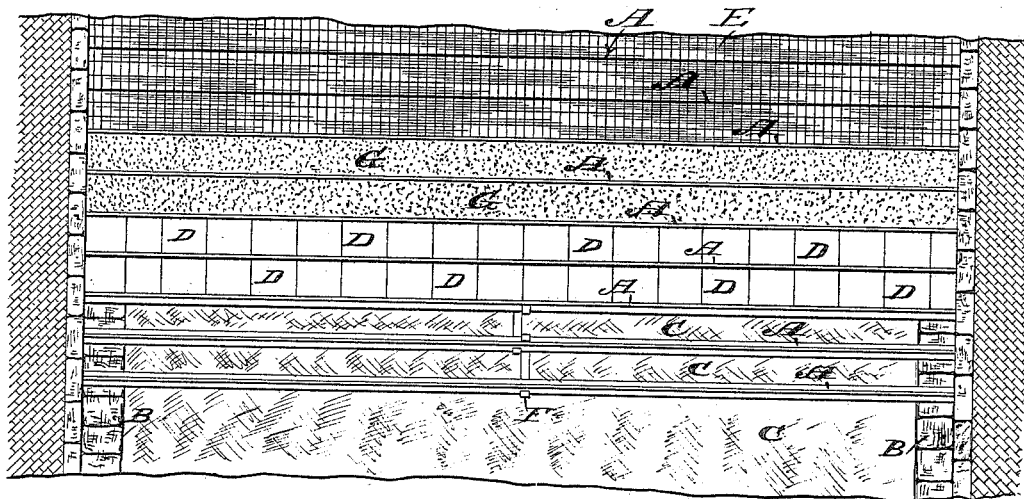
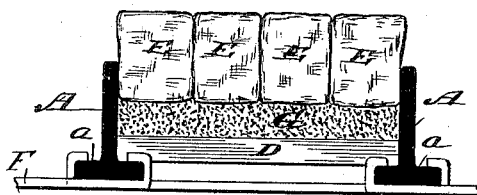
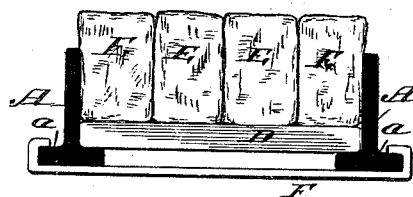


Fig. 3.



Attest;
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Fig. 4.



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UNITED STATES PATENT OFFICE.

HENRY SILVESTER, OF ST. LOUIS, MISSOURI.

STREET-PAVEMENT.

SPECIFICATION forming part of Letters Patent No. 302,947, dated August 5, 1884.

Application filed February 28, 1884. (No model.)

To all whom it may concern:

Be it known that I, HENRY SILVESTER, of St. Louis, Missouri, have made a new and useful Improvement in Street-Pavements, of which the following is a full, clear, and exact description, reference being had to the annexed drawings, making part of this specification, in which—

Figure 1 is a vertical cross-section of a street having the improved pavement; Fig. 2, a top view, the various parts of the figure, beginning at the bottom thereof, showing, respectively, the pavement in its various stages of completion; and Figs. 3 and 4, details upon an enlarged scale, and being vertical sections of the pavement, taken in the direction of the length of the street.

The same letters of reference denote the same parts.

The aim of this invention is to provide a strong, durable pavement, and also one which, without injury thereto, can be readily removed and replaced in sections whenever it is desired.

A A A represent a series of girders extending across the street. The girders are supported at their ends by the walls B B. The earth C between the walls, however, aids in upholding the girders. The girders, in practice, may be arranged, say, five feet apart, although I do not in this respect desire to be limited.

Between each adjoining pair of girders, and resting upon them, and extending across the street, are a series of supports, D D D. These supports may be flat or box-shaped, or otherwise suitably shaped for receiving and supporting the paving-blocks E E, and they may be made of any suitable material—such as iron or wood. They extend, as stated, in the direction of the length of the street as far as the space between adjoining girders. In the other direction—that is, transversely in the street—they, in practice, may extend, say, three to five feet; but in this respect, also, I do not wish to be limited to precise dimensions. The aim is, by means of the supports in question, to provide a sectional support extending continuously across the street, any one or more

portions of which can be removed without disturbing the others. To this end the girders, in cross-section, are preferably made and arranged as shown more distinctly in Figs. 3, 4, and the supports D D are made, preferably, to rest upon the flanges *a a* of the girders. They may, however, be supported in any way upon the girders. The paving-blocks E E may rest directly upon the supports D D; or, if desired, a layer of earthy or other material, G, may be interposed between the paving-blocks and the supports D D, as shown in Fig. 3; or the pavement-surface, instead of being in the form of blocks, may be of earth, earthy concretion, or macadam. The supports D D and the paving-blocks E E, when arranged as shown, serve to brace the girders properly apart; but to assist in holding the girders in place ties F F may also be used, substantially as shown. The girders are preferably strengthened by tie-rods *a'*, Fig. 1. Whenever it is desired to reach the point beneath the pavement, the paving-blocks and supports D D are removed immediately above the point in question. Meanwhile the remaining portion of the pavement is not disturbed; and when the subterranean work is completed the pavement may be restored by replacing the supports D D and blocks E E.

I am aware that in the construction of street-pavements girders extending across the street have hitherto been used. I therefore do not broadly claim such girders; but

I claim—

1. The combination, in a street-pavement, of the girders A A, the supports D D, and the blocks E E, said supports extending continuously across the street, substantially as described.

2. The combination of the walls B B, the girders A A A, the sectional supports D D, and the blocks E E E, said supports extending continuously across the street, substantially as described.

HENRY SILVESTER.

Witnesses:

C. D. MOODY,
C. E. HUNT.