

H. M. STOW.
WOOD-PAVEMENT.

No. 191,194.

Patented May 22, 1877.

Fig. 1.

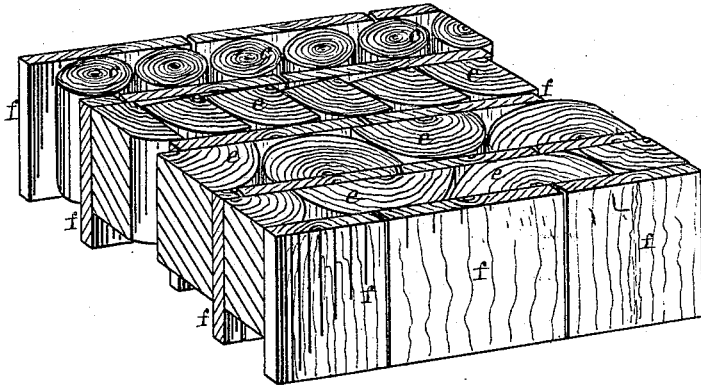
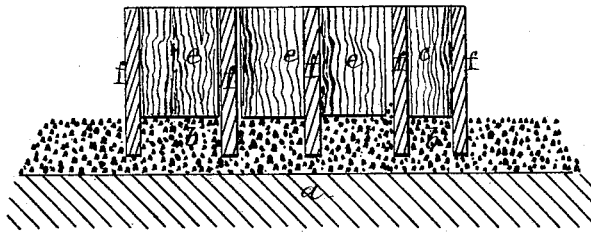


Fig. 2.



Witnesses.
H. S. Miller
Edmund Masson }

Inventor.
Henry M. Stow
By atty. A. B. Stoughton.

UNITED STATES PATENT OFFICE,

HENRY M. STOW, OF SAN FRANCISCO, CALIFORNIA.

IMPROVEMENT IN WOOD PAVEMENTS.

Specification forming part of Letters Patent No. **191,194**, dated May 22, 1877; application filed March 14, 1877.

To all whom it may concern:

Be it known that I, HENRY M. STOW, of San Francisco, in the county of San Francisco and State of California, have invented certain new and useful Improvements in Round and Split Block Wood Pavements; and that the following is a full, clear, and exact description of the same, reference being had to the accompanying drawings, making a part of this specification, in which—

Figure 1 represents, in perspective, a section of the proposed pavement, in which round and split blocks are both shown in position, with interposed long and narrow strips or blocks between them. Fig. 2 represents a vertical section through the same, with the natural and prepared bed or foundation underneath the blocks and between the long strips.

My invention relates to a round and split block pavement, with intermediate thinner and longer blocks, in the construction of which the whole tree may be used without waste of material.

In preparing the material for paving, after removing the bark, all the limbs and branches that are over two inches in diameter, and so much of the body of the tree as may be desired, are sawed up into lengths or blocks six inches in length. The blocks that are over six inches in diameter should be split or divided into two equal part, or nearly so, blocks, and those over nine inches in diameter into two, three, or more parts of equal thickness, or thereabout.

The main part of the body of the tree is sawed into blocks about two inches longer than the above first-mentioned blocks, and these longer blocks are then split into pieces about one inch thick and the width of the diameter of the blocks; or common one-inch boards may be used instead of the last-named thin blocks; but I prefer the split blocks.

In constructing the pavement, after first thoroughly rolling or ramming the roadway *a*, and if this road-bed is composed of clay, loam, or any very hard or firm substance, then it is to be covered with not less than two inches in depth of sharp sand and gravel, or

bank gravel and sand, *b*, and then rolled and made into the proper grade. Then a row of either round blocks, as seen at *c*, or of split blocks, as seen at *e*, are placed on their ends upon this prepared roadway. Stretching across the street, and next to each of these rows of round or split blocks, is placed a continuous row of thin long blocks, *f*, with the fiber of the wood vertical; then another row of short blocks, and adjacent thereto a row of long thin blocks, and so on alternately.

After ten feet, more or less, of the pavement has been laid, as above described, the interstices are all filled with sand and gravel, and then all of the long blocks *f* are driven down until their upper ends are even with the short blocks *c* or *e*. The whole surface of the pavement is then covered with sharp sand and gravel, or with bank gravel and sand, not less than one inch in depth. The whole may then be flooded with water, and the pavement again covered with sand and gravel, as before described; or, instead of the covering of sand and gravel, a covering of gravel and pitch or coal-tar may be substituted.

It is not necessary that the round blocks should constitute one row and the split blocks of any of the forms shown should constitute another row, for the blocks may be interspersed without detriment to the pavement, as the smaller blocks have the capacity of sustaining as much weight as the larger ones by my plan of construction, as the sand is relatively more compact under the smaller than under the larger blocks, and what the smaller blocks lose in surface area they make up in the greater solidity of their bed.

Having thus fully described my invention, what I claim is—

A pavement composed of round and split blocks of wood, placed in separate rows or together, and held to their places by an intermediate row of thinner and longer blocks, as and for the purpose described.

HENRY M. STOW.

Witnesses:

THOMAS C. CONNOLLY,
HENRY H. BURTON.