H. M. STOW.

WOOD PAVEMENT.

No. 193,051. Patented July 10, 1877.

Fig. 1.

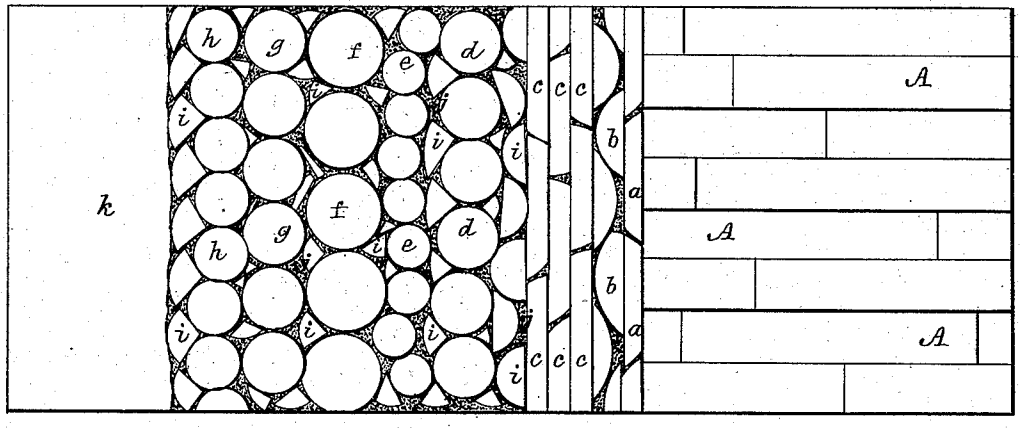
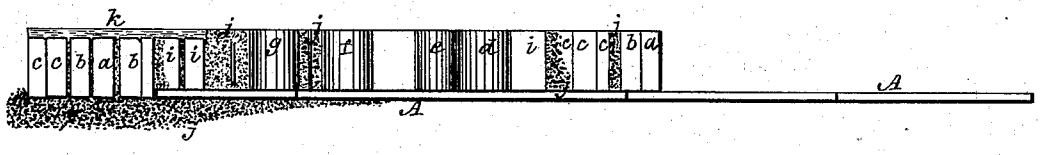


Fig. 2.



Witnesses

Walter B. Masson

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UNITED STATES PATENT OFFICE.

HENRY M. STOW, OF SAN FRANCISCO, CALIFORNIA.

IMPROVEMENT IN WOOD PAVEMENTS.

Specification forming part of Letters Patent No. **193,051**, dated July 10, 1877; application filed June 19, 1877.

To all whom it may concern:

Be it known that I, HENRY M. STOW, of the city and county of San Francisco, and State of California, have invented certain new and useful Improvements in Walks or Pavements Composed of Round and Split Blocks laid upon a Board Foundation; and I do hereby declare the following to be a full, clear, and exact description of the same, reference being had to the accompanying drawing, making a part of this specification, in which—

Figure 1 represents a top plan of the pavement in question. Fig. 2 represents a side view of the same.

My invention consists in a pavement for road or carriage ways, or for walks or drives of any kind, composed of round and split blocks, or of sections or interminglings of both, said blocks being set in juxtaposition, and in rows of nearly uniform areal surface, upon a board foundation, and top-dressed with sand, or an asphalt or concrete, as will be explained.

In preparing for my pavement, the earth foundation, after being graded, is rolled with a heavy roller to render it solid. Upon this foundation is placed boards, so as to break joint, and, by preference, these boards are laid close together, though there may be narrow spaces between them. The boards, too, may be saturated on the under or on both sides with hot coal-tar to prevent them from decay. This board foundation is then covered with clean sharp sand, and upon this sand the blocks, round or split, or interminglings of each, are laid in close contact, the interstices being filled with small round or split blocks.

These blocks, for walks or light drives, need only be from two to three inches in length, but for heavy traffic should be longer, and, for endurance and freedom from decay, are best made of cedar or other similar enduring wood.

Upon the blocks, when the pavement is to be constructed cheaply, a top-dressing of clean sharp sand alone may be used. I prefer, however, to make a top-dressing of an asphalt or concrete composition, as follows: Of sand, seventy-five parts; of coal-tar, twelve parts; of dead-oils, six parts; of sulphur, two parts; and of lime, seven parts.

I give the ingredients and their proportions as I have found by experiment to be the best. Of course they may be changed in proportion, or some of them omitted. The sand and coal-tar I regard as indispensable. This composition is put on hot, and is then well rolled and covered over with clean sharp sand.

In the drawings, A represents the board foundation. At *a b* the blocks are represented as split with parallel sides, and of slabs or segments. At *c* the pavement is shown as composed entirely of the blocks with parallel sides; and at *d e f g h* round blocks of uniform (or nearly so) diameters are shown as set in rows, and the interstices filled with small split blocks *i i*, &c. The sand is shown at *j*, and to the left of the figures the blocks are shown as covered with the asphalt or concrete composition, as at *k*, the other portion of the pavement being designed to represent a sand filling and top-dressing.

There will, of course, in all such pavements be spaces between the blocks, and these are filled with sharp clean sand.

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

A pavement for walks or drives, composed of round and split blocks laid in juxtaposition, and in rows of nearly uniform areal surface, upon a board foundation, and top-dressed with sand, or an asphalt or concrete composition, as herein described and represented.

HENRY M. STOW.

Witnesses:
A. B. STOUGHTON,
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