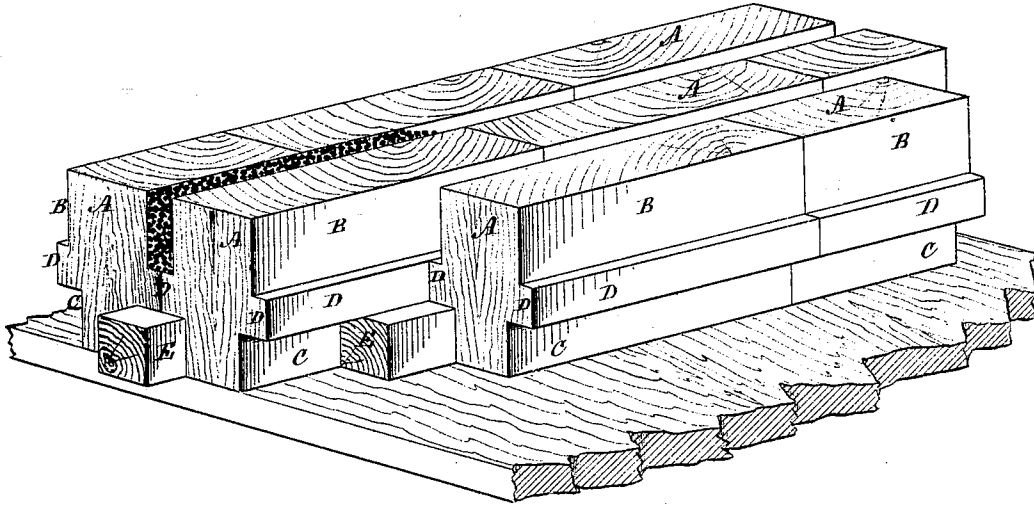


*S. Kneass,*

*Wood Pavement.*

*No. 102,277.*

*Patented Apr. 26. 1870.*



Witnesses.

*W. de Wilson*

*Edmund Masson*

*Stickland Kneass.*  
By atty. *A. B. Stoughton.*

# United States Patent Office.

STRICKLAND KNEASS, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNOR TO  
JOHN HALDEMAN, OF WEST POINT, VIRGINIA.

Letters Patent No. 102,277, dated April 26, 1870.

## IMPROVEMENT IN WOODEN PAVEMENT.

The Schedule referred to in these Letters Patent and making part of the same.

To all whom it may concern :

Be it known that I, STRICKLAND KNEASS, of the city of Philadelphia and State of Pennsylvania, have invented a new and improved form and arrangement of wooden blocks and bearing-strips as applicable to the formation of Wooden Pavements for streets, roads, and highways ; and I do hereby declare the following to be a full, clear, and exact description thereof, reference being had to the accompanying drawing and the letters of reference thereon, and which represents in perspective a portion of a pavement laid after my plan.

I am aware that keys and bonds have been used in many forms, both wood and metal, for holding together a series of blocks.

I do not claim a key or bond of any kind as such, and mention them simply that my "bearing-strips" may not be confounded with keys or bonds, which, as a general thing, are so arranged that they must rise with the blocks being fastened to or passing through recesses of some kind in the blocks.

My invention consists in providing ordinary rectangular blocks of wood with an upper and a lower rebate upon both of their longitudinal sides, so proportioned as to allow the blocks when in place to be in close juxtaposition one with the other, and at the same time provide a space below their points of contact for a bearing-strip to fit into, and an opening above such points into which concrete of any kind may be poured and rammed.

To enable others skilled in the art to make and use my invention, I will proceed to describe the same with reference to the drawing.

The foundation for the roadway having been properly prepared with either sand, gravel, or boards, in any of usual well-known ways, the blocks A are laid thereon, having been previously prepared, as will be explained.

The blocks may be of any convenient size as to length, height, and width.

Upon each side of the upper ends of the blocks are formed rebates B B, and upon the lower ends thereof other rebates C C, thus leaving the blocks as at D, of full size, so that at these points they will be in close juxtaposition when laid.

I also prepare bearing-strips E, of good tough wood, or of scantling, and of such size as to fit snugly in the space formed by the two lower rebates C, and of such lengths as may be found most desirable.

The blocks, prepared as above described, are then set on end in lines across the roadway, and the bearing-strips are then introduced into the rebates, or the bearing-strip may be introduced into the half rebate, and the next row of blocks laid up against it. When a section of the roadway is so laid the concrete may be poured and rammed into the upper rebate, the surface slushed with coal-tar and sanded, and the road is finished ready for use.

For the sake of permanency and endurance, each block and strip is dipped into ordinary bituminous or other preserving compound before set in place.

Having thus fully described my invention,

What I claim, is—

In combination with a series of blocks A that abut against each other or nearly so, and have rebates above and below such adjacent parts, a series of bearing-strips E in the lower rebates, and concrete in the upper rebates, for the purpose of forming a wooden pavement on a previously-prepared foundation, as herein described and represented.

STRICKLAND KNEASS.

Witnesses:

J. MILTON TITLOW,  
GEO. STURGES.