

M. FLANIGAN.

Improvement in Wood Pavements.

No. 126,881.

Patented May 21, 1872.

Fig. 1.

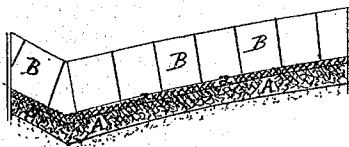
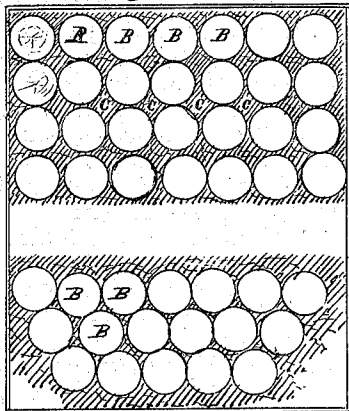


Fig. 3.

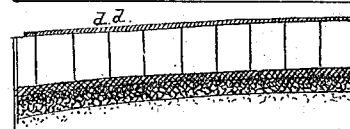
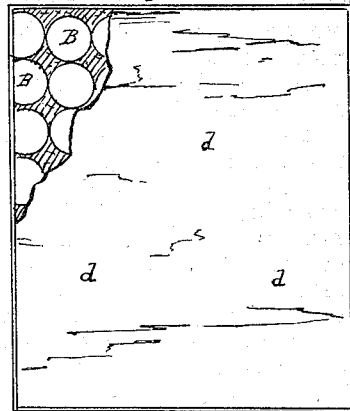
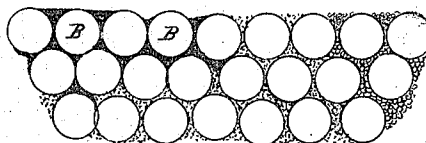


Fig. 2.



Witness.

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# UNITED STATES PATENT OFFICE.

MARK FLANIGAN, OF DETROIT, MICHIGAN.

## IMPROVEMENT IN WOOD PAVEMENTS.

Specification forming part of Letters Patent No. 126,881, dated May 21, 1872.

Be it known that I, MARK FLANIGAN, of Detroit, county of Wayne, State of Michigan, have invented a new and Improved Wood Pavement; and I declare the following to be a full, clear, and exact description of same, such as will enable others skilled in the art to which it pertains to make and use it, reference being had to the accompanying drawing which forms a part of this specification.

My invention relates to wood pavements in which cylindrical or other blocks of wood are used and rest upon a concrete foundation. My invention consists in the foundation beneath the blocks, in the tamping of the blocks, and in the covering of the pavement when the same are used in combination.

I prepare the foundation as follows: The roadway is prepared in any of the well-known methods of grading for the reception of ballast, which is to form the foundation of the pavement, having been previously given the required pitch from the crown to the curb. This ballast is formed by first putting down a layer of broken stone or gravel to the depth that may be desired—say from three to six inches. This is then filled with a grout of Portland or other suitable hydraulic cement, mixed with gravel or sand to a suitable consistency, which is spread over the broken stone or gravel to a uniform depth, and is then rolled with a heavy roller, thus thoroughly to unite the mass and form a smooth and firm foundation. It is now ready for the blocks.

The blocks used are cylindrical, and, though not claimed in the abstract, are a part of the combination described, and may be cut from natural timber or turned, as desired. They are to be made of equal lengths and of any length desired; but from three to eight inches is preferred. These blocks are placed on end, side by side, with their axes normal to the foundation or road-bed, and in either regular

or quincunx order. The interstices are filled with a béton composed of hydraulic cement, sand, gravel or broken stone, and water; or the interstices may be first tamped with gravel, sand, or broken stone, and then covered with coal-tar, distilled coal-tar, asphalt, or other similar preparation. When the hydraulic cement or béton is used the covering of mineral asphalt may be dispensed with.

In the drawing, Figure 1 is a plan and elevation of the pavement, in which A is the layer of broken stone or gravel mixed or united with cement *a a*. B are the cylindrical blocks; *c c*, the tamping.

Fig. 2 shows similar pavement, in which the tamping *c c* is of dry sand or gravel or broken stone, united only by the coating of mineral asphalt *d d*.

Fig. 3 shows Fig. 1 covered with a super-coating of mineral tar or asphalt.

I know that various uses have been made, in this connection, of asphaltum, mineral tar, &c.; also that hydraulic cement has been used in paving; and that cylindrical blocks in wood pavements are by no means new. I also know that broken stone, sand, and gravel have all been used, at times, for ballast and for tamping; but I do not know that the useful combination herein described has ever before been known or used.

Having thus described my invention, what I claim as new, and desire to secure by Letters Patent, is—

The pavement herein described, composed of foundation A, cylindrical blocks B, tamping *c c*, and coating *d d*, when constructed and arranged in the manner substantially as set forth and shown.

MARK FLANIGAN.

Witnesses:

WELLS W. LEGGETT,  
FRANK RIDLON.