

HENRY M. STOW.

Improvement in Wood Pavement.

No. 125,416.

Patented April 9, 1872.

Fig. 1.

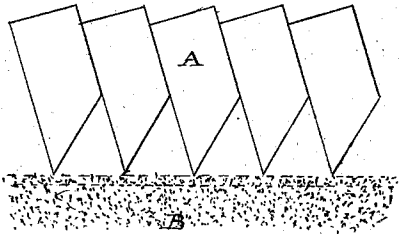


Fig. 3.

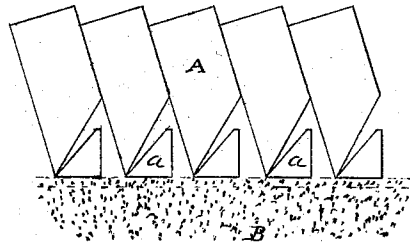


Fig. 2.

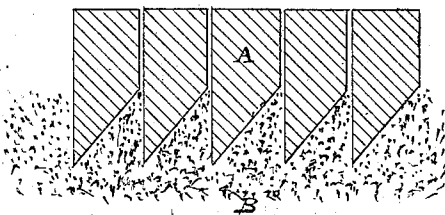
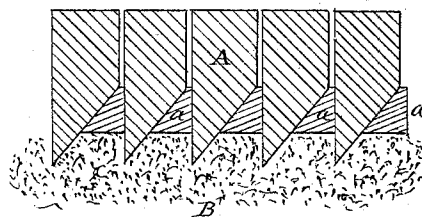


Fig. 4.



Witnesses

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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. 125,416, dated April 9, 1872.

SPECIFICATION.

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 a new and useful Improvement in the Construction of Wooden Pavement; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing.

This invention consists in certain improvements in the construction and process of putting down a wooden wedge-block pavement constructed of blocks beveled on one side only, as shown and described in Letters Patent No. 74,862, granted to me by the United States February 25, 1868. It has been found, in driving said blocks, beveled on one side only, vertically down into the sand foundation, that they are very liable to assume an inclined or leaning posture in the process of being driven down, and to lean more or less in the direction of the beveled side. The object of my present improvement is to obviate this tendency.

In the accompanying drawing, Figure 1 is a side view of a series of blocks as first set upon the sand or earth foundation before being driven. Fig. 2 is a side view of a section of pavement after the blocks are driven down into the sand or earth. Fig. 3 is a side view of a series of blocks set upon the sand preparatory to driving, with triangular slats interposed between their lower beveled ends; and Fig. 4 is a view of the same after the blocks have been driven down.

A A are the paving-blocks, B B the sand foundation, and *a a* the slats interposed between the paving-blocks in the modification shown in Figs. 3 and 4.

The blocks are set upon the sand foundation in an inclined posture, leaning one upon another, as shown in Figs. 1 and 3. After some ten feet of the pavement longitudinally with the street has thus been set, the transverse tiers of blocks extending across the street from curb to curb, the blocks are then driven down with a maul or proper instrument, and as the wedged lower ends are forced into the sand the one-sided bevel causes them to assume a vertical position, leaving more or less space between the rows of blocks, according to the degree of inclination when first set up.

The modification shown in Figs. 3 and 4 consists in interposing the strips *a a* between the rows of blocks, as clearly shown in the drawing. These strips tend to keep the rows of blocks straight, and to support them against vertical pressure.

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

1. The process herein described of putting down a wooden pavement, consisting of wedge-shaped blocks, beveled on one side only, and driven down into a sand foundation, which process consists in first setting the blocks in an inclined or leaning posture, as described, and then driving them down till they assume a vertical position, substantially as set forth.

2. I also claim, in combination with paving-blocks beveled on one side and driven into a sand foundation, the intervening strips or slats *a a*, formed and interposed between the rows of blocks, substantially as shown and described.

HENRY M. STOW.

Witnesses:

JOS. L. COOMBS,
T. M. COOMBS.