

H. M. Stow.
Street-Pavement.

N^o 74862

Patented Feb. 25, 1868.

Fig. 1.

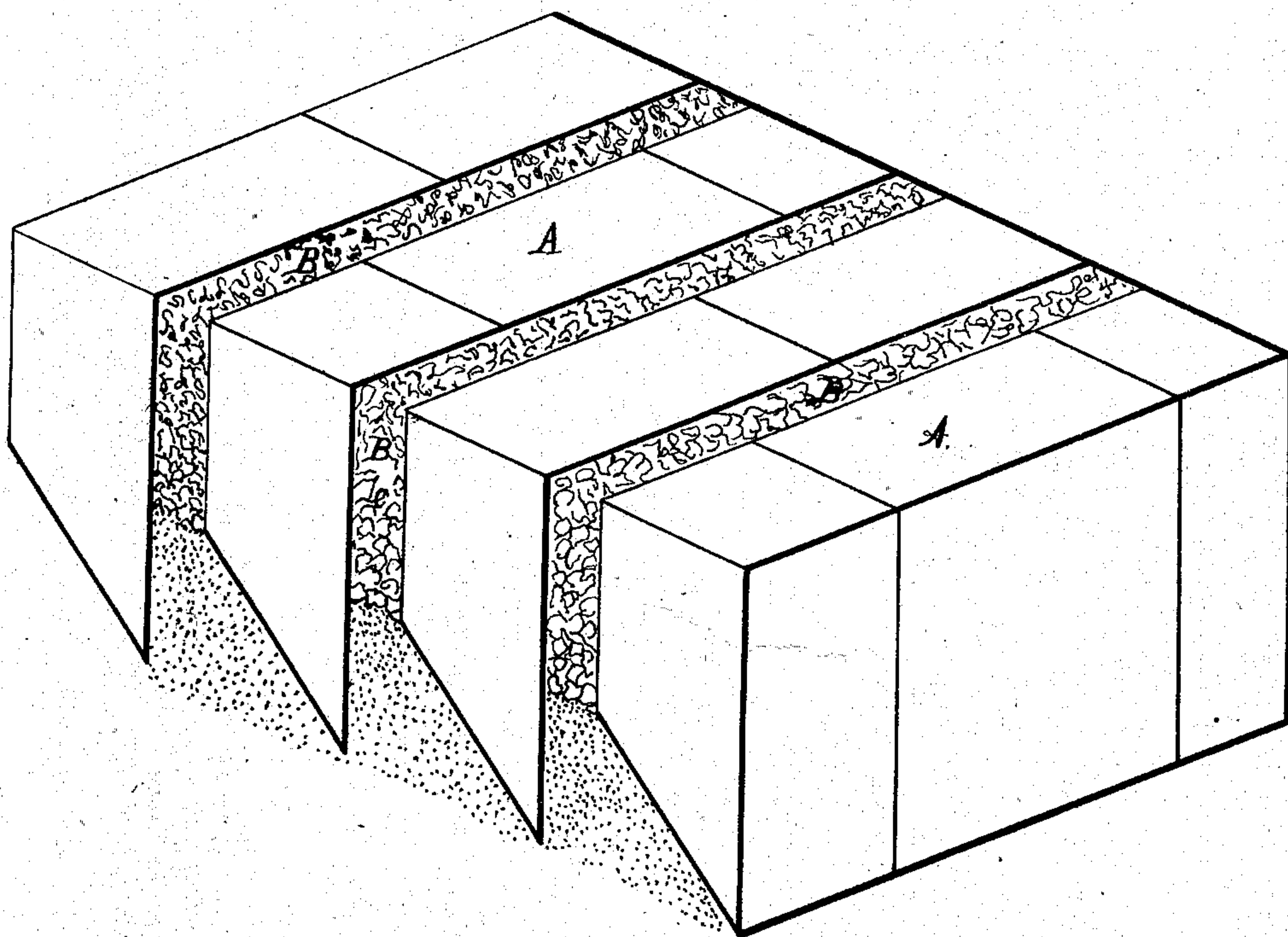
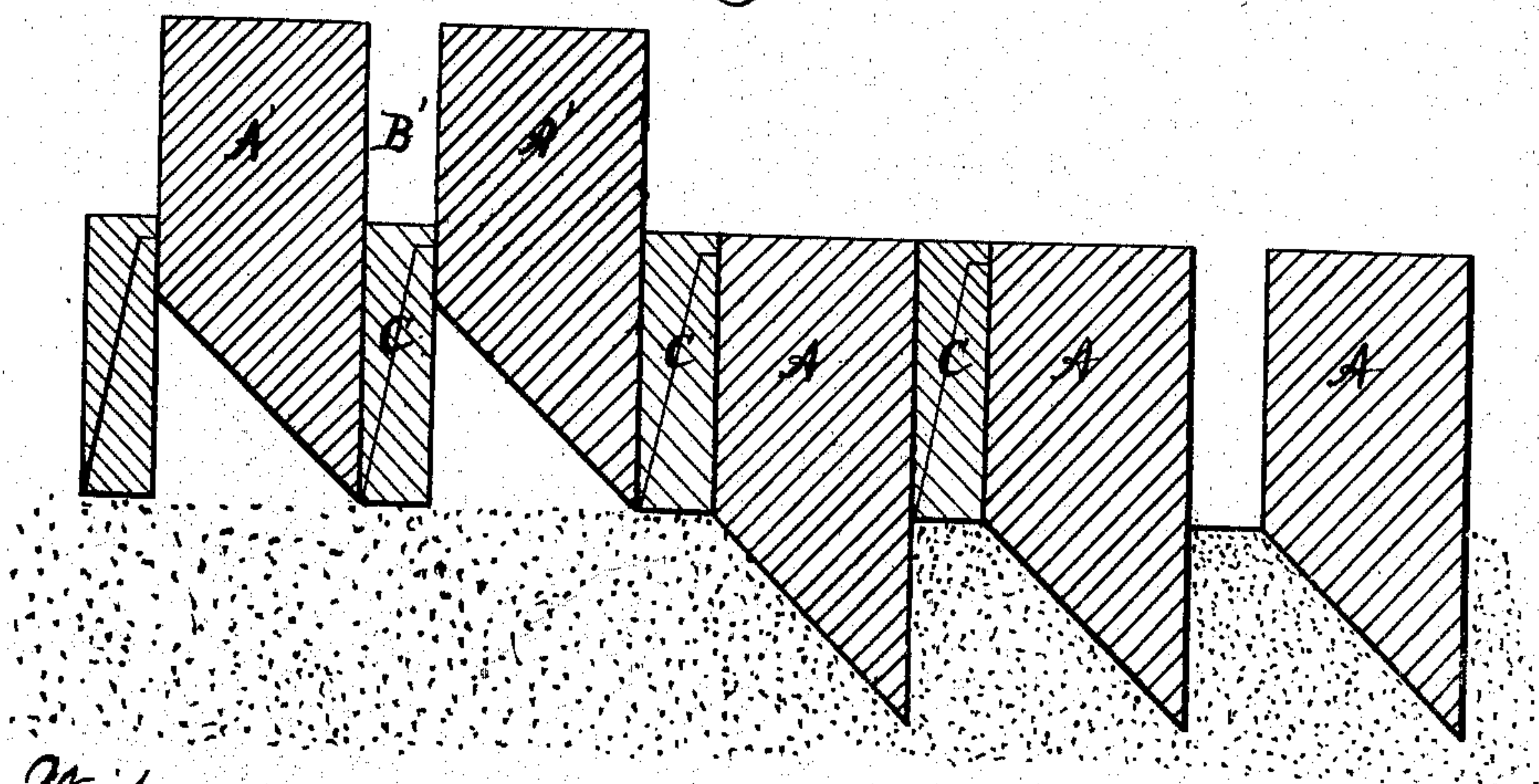


Fig. 2.



Witnesses.

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UNITED STATES PATENT OFFICE.

HENRY M. STOW, OF SAN FRANCISCO, CALIFORNIA.

IMPROVED STREET-PAVEMENT.

Specification forming part of Letters Patent No. 74,862, dated February 25, 1863.

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 Street-Pavements; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawing, forming a part of this specification, and to the letters of reference marked thereon.

The nature of my invention consists in driving down into a foundation-bed of sand or loose earth tiers of wedge-shaped wooden blocks, with spaces between said tiers filled with gravel, as hereinafter more fully set forth.

In the accompanying drawings, Figure 1 is a section of my pavement completed, shown in perspective; and Fig. 2 is a side elevation of a section of said pavement in process of construction.

A A, Figs. 1 and 2, are wooden blocks as they stand in the completed pavement, their lower ends being made in wedge form, by leveling one side only, and said wedge-shaped ends driven down into the foundation-bed of sand or earth. B is a gravel packing between the tiers of wooden blocks. A' A', Fig. 2, are similar wooden blocks, as set in process of constructing the pavement, before being driven down into the foundation-bed; and B' is a space between the tiers of blocks, to be filled with gravel, or sand and gravel. C C are removable strips to be used in constructing the pavement, but forming no part thereof when finished. These strips are placed between the tiers of paving-blocks in constructing the pavement, simply to keep said tiers a proper distance apart in straight rows, and the blocks in a true vertical position. They are made in two parts, of wedge form, lapping together, as is clearly shown in the drawings, to facilitate their withdrawal from between the tiers of blocks when the latter are driven home.

These strips may be made of wood or metal. The paving-blocks may be about three inches thick, from six to ten inches long, (or deep,) and of any desired width; but I do not limit myself to any specific dimensions. The removable strips should be about one inch thick.

To prepare the street for the putting down

of this pavement, it should first be filled with a bed of sand or loose-earth, to within, say, five inches of the desired top of the pavement, (but varying according to the length of the paving-blocks to be used,) and then graded to correspond with the desired arch or crown of the pavement. The sand or earth should be thoroughly saturated with water. Then the paving-blocks, with the intervening removable strips, are placed as shown in the drawings—first, a tier of wedge-shaped blocks across the street, from curb to curb, and then a tier of strips, (which may be of any convenient length,) and so on alternately, a tier of blocks and a tier of strips, until a section of, say, ten feet or more of the pavement has been thus laid. The blocks are then driven down evenly with a heavy beetle or rammer, until a firm foundation is made by the packing of the sand or earth effected by the wedge shape of the blocks. The section of pavement, before driving down the blocks, should be secured, by proper means, against spreading as the blocks are driven down. The paving-blocks are to be so constructed and set in the pavement that the grain of the wood will be vertical. When the said blocks are properly driven down, the removable strips are to be withdrawn, and the spaces between the tiers of blocks are to be filled with clean gravel, the pebbles averaging, as near as may be, from one-fourth to one inch in diameter, the said gravel to be well packed by rammer and swage. Or, instead of filling said spaces with all gravel, they may be filled to within about an inch and a half of the top of the blocks with sand well packed in with rammer and swage, and the residue of the space filled with gravel, as aforesaid. When the pavement is thus completed, the whole surface should be subjected to a boiling-hot coating of coal-tar and asphaltum, or oil and asphaltum, or any other kind of suitable pitchy substance, and then covered with a thin layer of coarse sand or very fine gravel. The blocks, before being put down in the pavement, may be saturated with coal or gas tar, or any liquid hydrocarbon, or other resinous substance which will tend to preserve the wood from decay.

Having thus fully described my invention,

with the method of carrying it into effect, what I claim as my invention, and desire to secure by Letters Patent, is—

A pavement composed of tiers of wedge-shaped wooden blocks, driven into a foundation-bed of sand or earth, with spaces between said tiers packed with gravel, or sand

and gravel, substantially as shown and described.

HENRY M. STOW.

Witnesses:

R. H. DUELL,
J. J. COOMBS.