

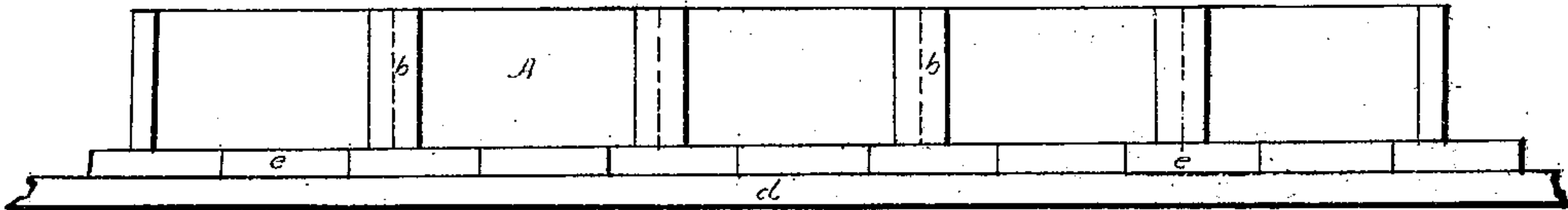
*J. K. Thompson,*

*Wood Pavement.*

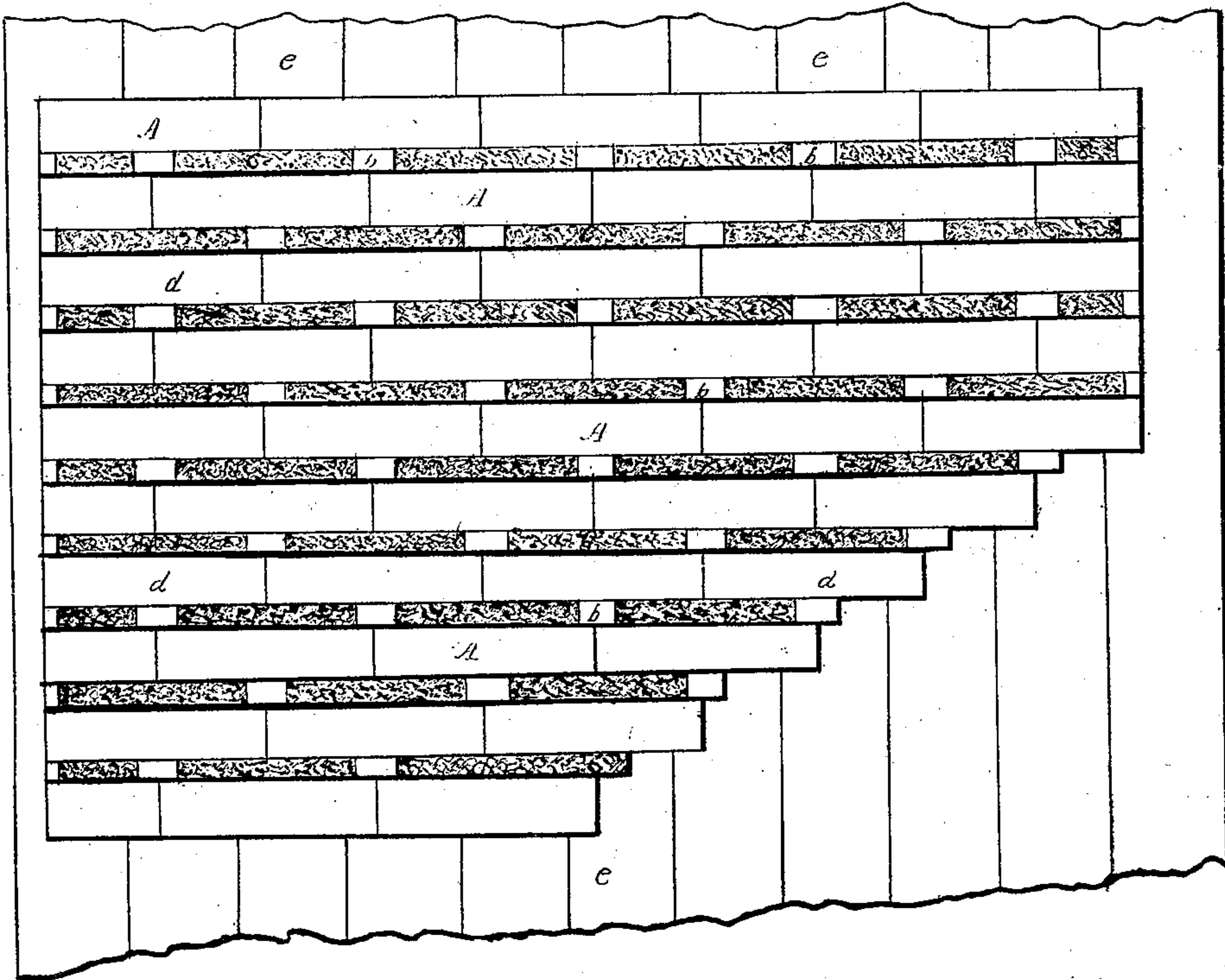
*No. 100,339.*

*Patented Mar. 1. 1870.*

*Fig. 2.*



*Fig. 1.*



INVENTOR.

*James K. Thompson*  
*By J. J. Corns*  
*Atty.*

WITNESSES

*Chas. B. Corns*  
*Jos. B. Corns*

# United States Patent Office.

JAMES K. THOMPSON, OF CHICAGO, ILLINOIS.

Letters Patent No. 100,339, dated March 1, 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, JAMES K. THOMPSON, of the city of Chicago, in the county of Cook, and State of Illinois, have invented a new and useful Improvement in Wooden Pavements; and I do hereby declare that the following is a full, clear, and exact description thereof, reference being had to the accompanying drawings and the letters of reference marked thereon.

Upon any road-bed, graded or prepared in any of the usual methods for laying a pavement thereon, I place longitudinally a foundation of common boards or planks, close, but not fastened together, and resting upon wooden strips or sleepers. Upon this foundation I set wooden blocks of different dimensions, with the grain vertical, as shown in the accompanying drawings, in which—

Figure 1 is a top view of a section of pavement made pursuant to my invention, and

Figure 2 is a section of the same on line  $x-x$ , fig. 1, in elevation.

A A are the larger blocks, which may be six inches high, three inches thick, and nine inches wide.

These blocks are set in rows across the road-way from curb to curb, close together, and at every joint a smaller block,  $b$ , of the same height, about one inch thick and three inches wide, is set, as shown in the drawings.

These smaller blocks  $b$  are secured to each of the larger blocks with nails, in such manner as to take a bearing on each, as shown in the drawings.

The rows of blocks A across the road-way will be thus kept about one inch apart, leaving open spaces,  $c$ , between them, from the surface to the foundation. These open spaces, however, are not continuous across

the road-way, being divided at intervals by the smaller blocks  $b$ , so as to form rectangular cells from the surface of the pavement to the foundation upon which the blocks stand.

$d$  is the plank foundation.

$e e$ , the strips or sleepers on which it rests.

The open spaces or cells  $c$  I fill with gravel or broken stone, or other suitable material for forming a concrete, and then pour upon the filling hot tar, in sufficient quantities to penetrate and entirely fill all the cavities or interstices that may be between the particles of material used for filling, and then ram the filling by the means of an iron rammer, made in convenient form for such purpose.

The tar, before being used, I boil long enough so that it will become stiff, but not hard and brittle when cold. When the tar is poured upon the filling and the filling rammed, the pavement is complete.

I do not limit myself to the use of blocks of the dimensions herein set forth, although the thick and thin blocks should be of the same length, the width of the thick blocks being immaterial.

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

A pavement consisting of thick and thin blocks of wood, placed together, as shown on drawings, one sustaining and bracing the other, and resting upon a board foundation, substantially in the manner herein described.

JAMES K. THOMPSON.

Witnesses:

GEO. W. WILSON,  
O. H. QUINLY.