

HENRY M. STOW.

2 Sheets--Sheet 1.

Improvement in Wood Pavement.

No. 125,417.

Fig. 1.

Patented April 9, 1872.

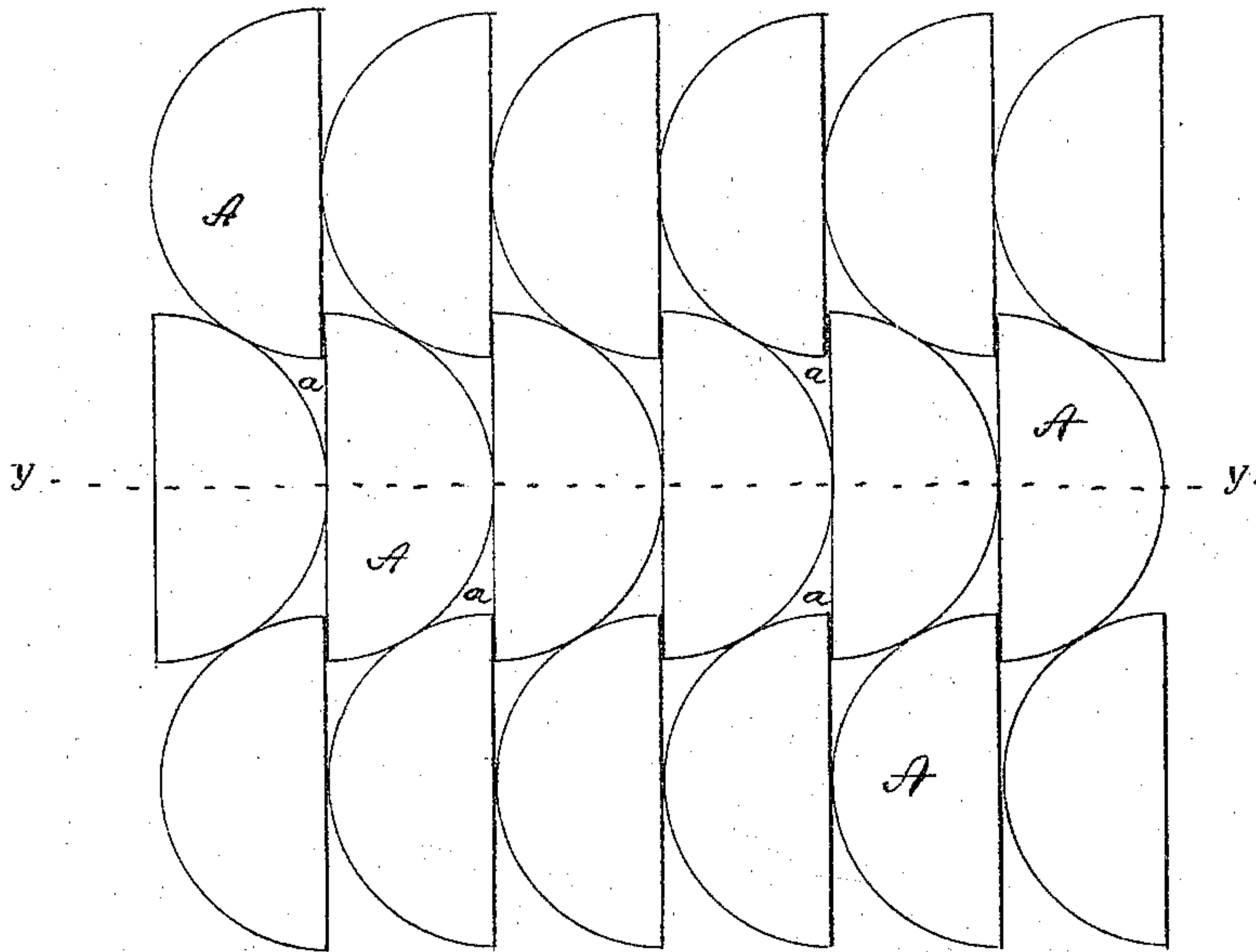


Fig. 2

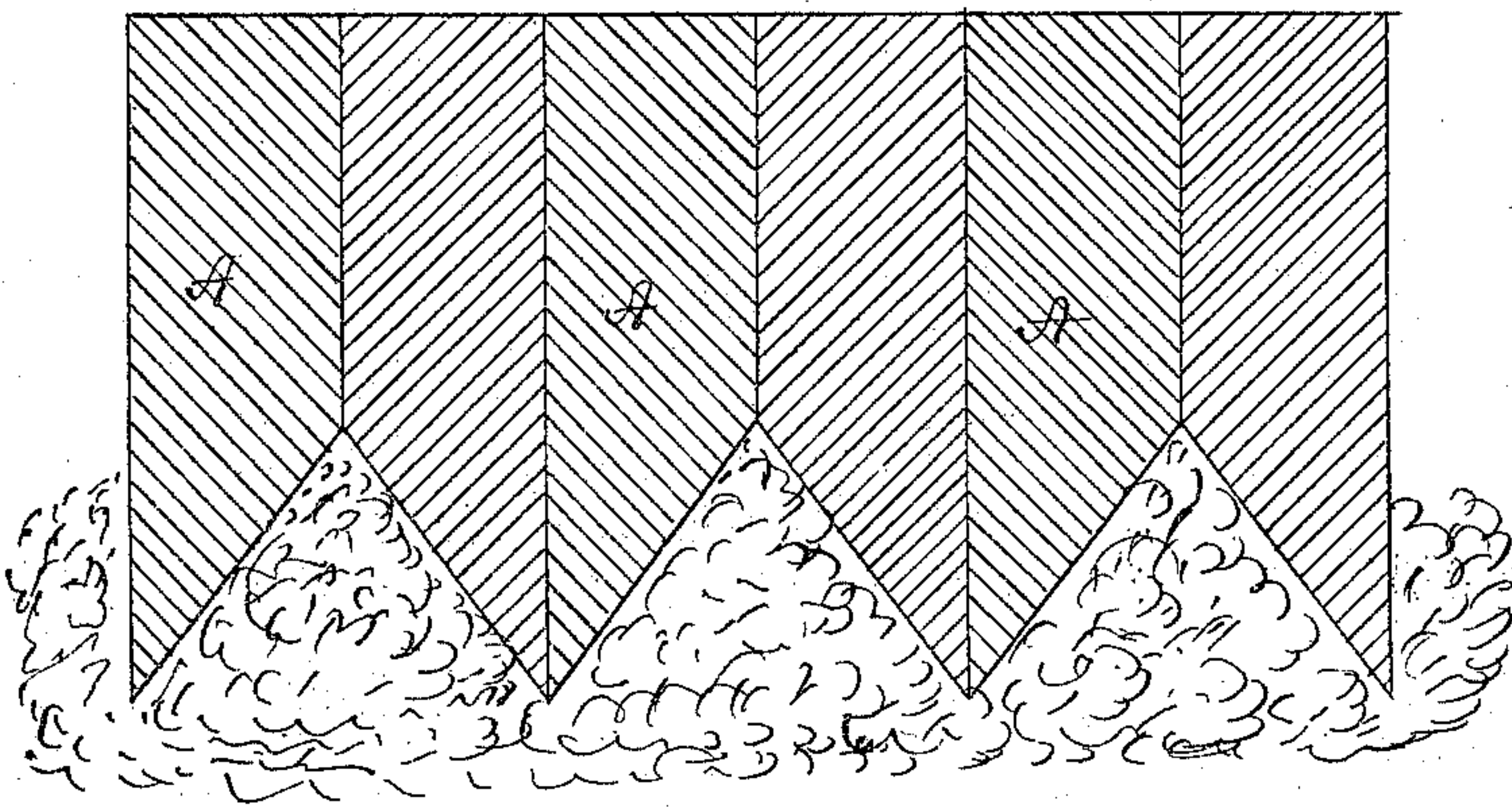
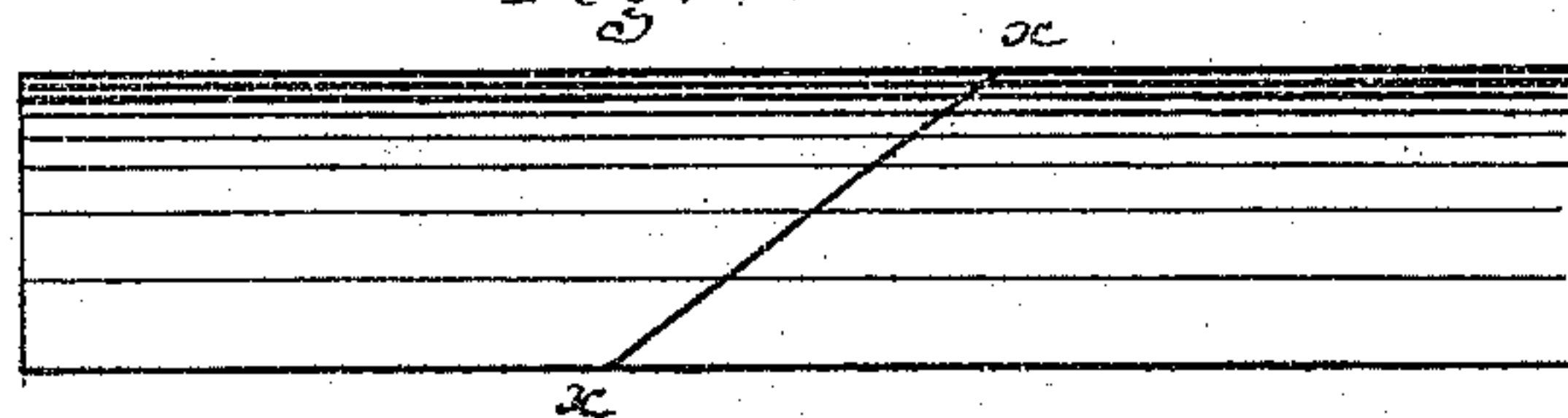


Fig. 3



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2 Sheets--Sheet 2.

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Fig. 4.

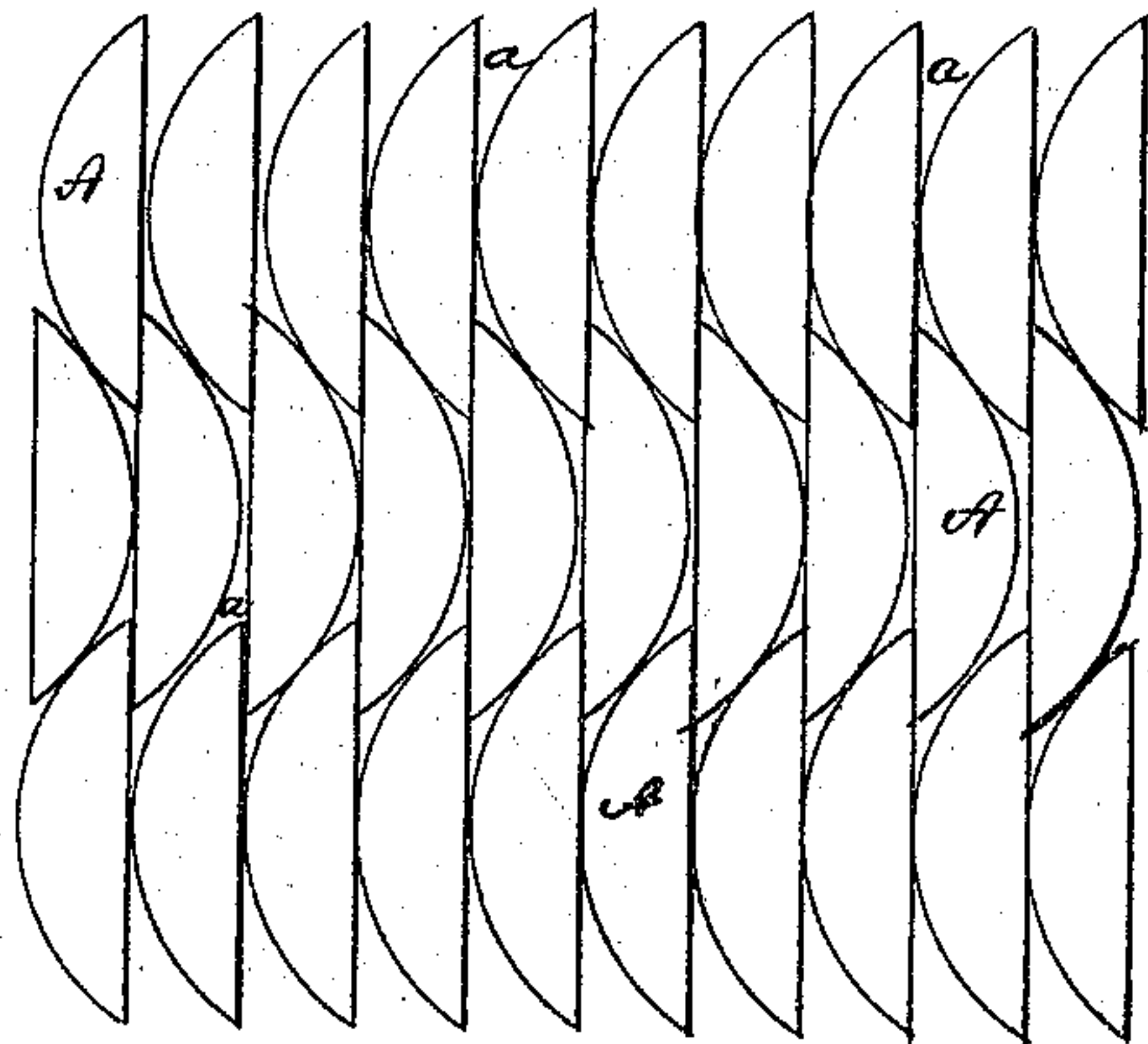
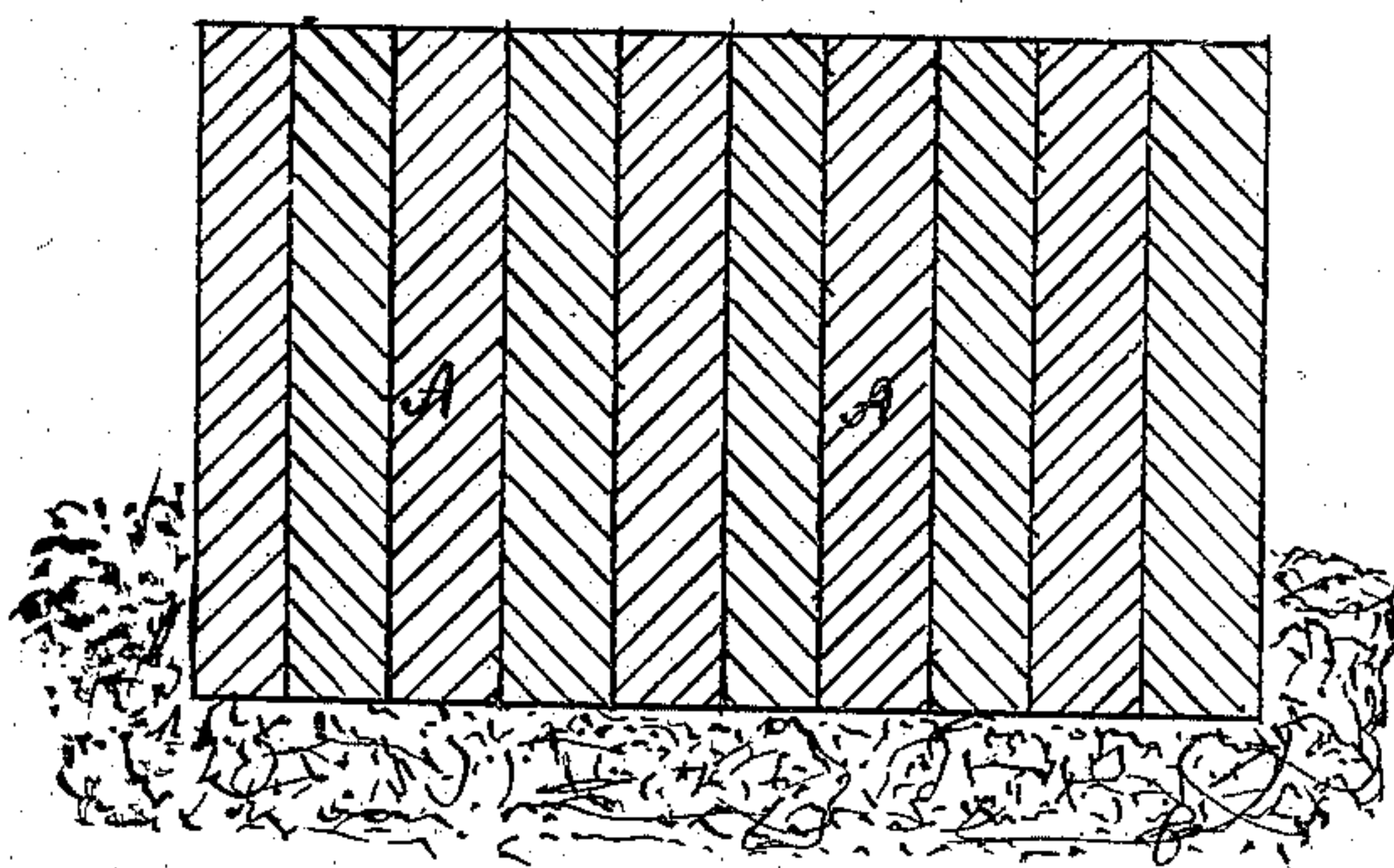


Fig. 5.



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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. 125,417, 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 Pavements; 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 constructing a wood pavement of semi-cylindrical blocks beveled at their lower ends and driven into a sand or earth foundation-bed so as to compress and pack the sand or earth. By this means I am enabled to construct an excellent pavement from logs not large enough to be sawed into angular blocks and too large to be advantageously used in their cylindrical form.

In the accompanying drawing, Figure 1 is a top or plan view of a pavement constructed in pursuance of this invention. Fig. 2 is a sectional elevation of the same. Fig. 3 is a view of one-half of a log, sawed or split in two through the center, long enough to make two paving-blocks by sawing it in two on a diagonal line, as shown, so as to form the beveled ends of the blocks. Figs. 4 and 5 are views of another pavement made on the same principle, Fig. 4 being a top view, and Fig. 5 a side elevation on a sectional line, *y y*, Fig. 1.

Fig. 3 represents a semi-cylindrical section of a log, the convex side being above and the flat side below. It is sawed in two in the inclined line *xx*, thus forming two beveled or wedge-shaped blocks, the apex of the wedge of one being at the flat side and of the other at the rounding side. These blocks are set up in the pavement so that the bevels of the blocks of two adjacent rows will alternately converge

and diverge downward, as is clearly shown in Fig. 2, and so that two adjacent blocks will form a compound wedge with its apex in the center. *A A* are the semi-cylindrical blocks, and *a a* are spaces between the blocks, which are to be filled with small gravel or concrete.

The blocks are to be well driven down into the foundation-bed till the beveled portion is completely embedded in the same, and the surface smoothed down by a maul and smoothing-iron, and then may be treated in any known manner of treating other wood pavements.

A cheap pavement may be constructed on the same principle by sawing refuse slabs from a saw-mill into sections of equal length and setting them up and driving them in the same manner as above described and as shown in Figs. 4 and 5. Ordinary slabs will be so thin that they can be driven down into the foundation-bed without beveling their lower ends, but they may be beveled, if found necessary or deemed expedient. In this way a pavement may be made from the refuse products of saw-mills at little if any more expense than an ordinary plank road, and it will last four or five times as long.

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

1. A pavement constructed of semi-cylindrical blocks wedged at their lower ends, and driven into a foundation-bed of sand or earth, substantially as described.

2. A pavement constructed of sections of slabs put together and driven down into a foundation-bed of sand or earth, substantially as described.

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Witnesses:

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