W. H. STOW.

Wood Pavement.

No. 220,887. Patented Oct. 21, 1879.

Fig. 1.

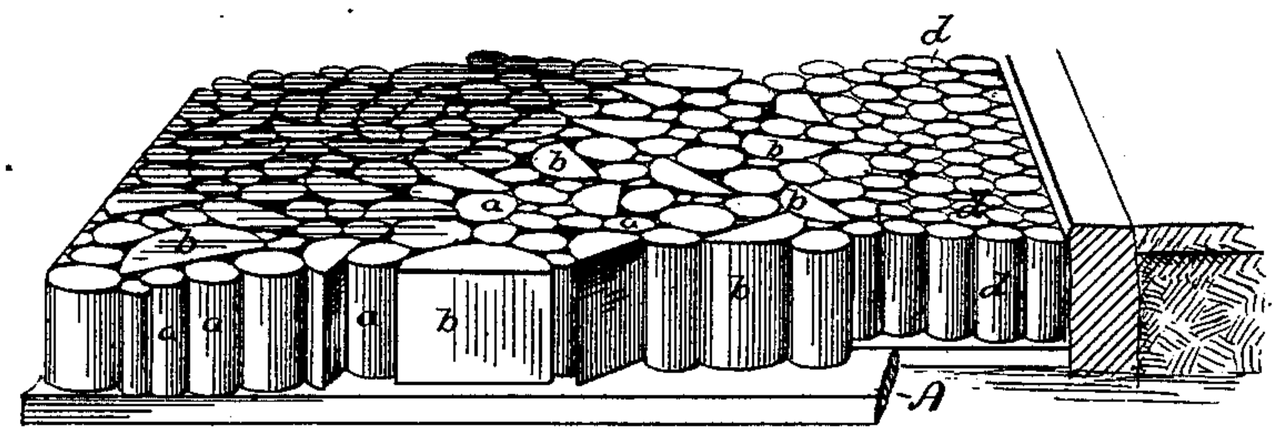
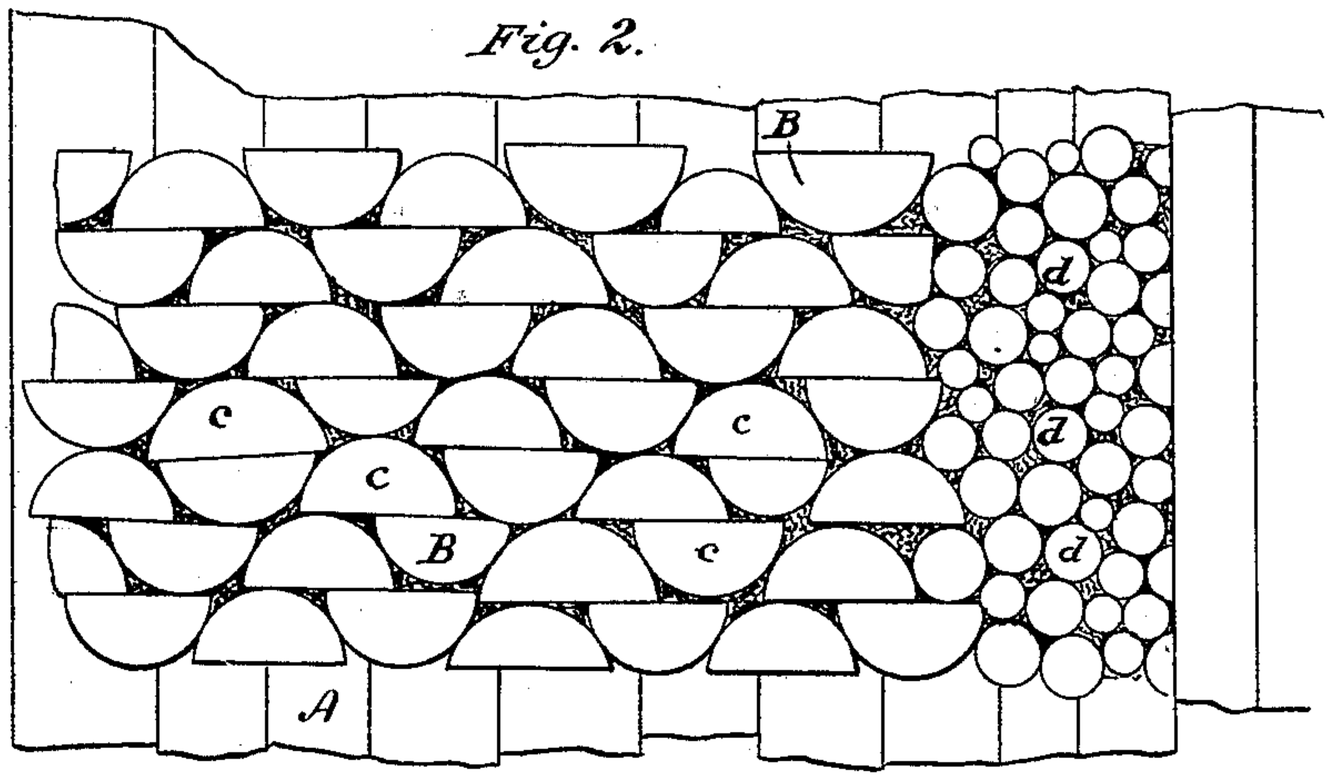


Fig. 2.



Attest.

Clarence Poole

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UNITED STATES PATENT OFFICE.

WILLIAM H. STOW, OF CHICAGO, ILLINOIS.

IMPROVEMENT IN WOOD PAVEMENTS.

Specification forming part of Letters Patent No. **220,887,** dated October 21, 1879; application filed December 31, 1878.

To all whom it may concern:

Be it known that I, WM. H. STOW, of Chicago, in the county of Cook and State of Illinois, have invented new and useful Improvements in Round and Split Block Wood Pavements; and I do hereby declare that the following is a full and exact description of the same, reference being had to the accompanying drawings and to the letters of reference marked thereon.

The round-block pavements, made from small round blocks of cedar or cypress, have heretofore, very soon after being laid, become rough by wear, so as to present a surface more uneven than an ordinary cobble-stone roadway, owing to the fact that the blocks, all being round, do not protect the edges of one another, and the centers being more durable, these edges wear down so as to leave the rounded centers projecting at intervals above the general surface, and this uneven wear is assisted by the rigid foundations employed. The object, therefore, of my invention is to produce a round-block pavement wherein the edges of the blocks will be much better protected, and the surface will wear more uniformly than heretofore, the pavement at the same time being cheaper, (material of a more varied character being used,) while it can be as easily laid down.

My invention therein consists, first, in an upper course for a wood pavement composed of small round blocks and large half-round blocks, (large round blocks split centrally into two parts,) in about equal proportions, and laid promiscuously, or mingled, so that the durable centers of the large half-round blocks will protect the edges of the small round blocks; second, in a wood pavement composed of this peculiar upper course laid upon a board-flooring; third, in providing a round and split block pavement with gutters constructed wholly of small round blocks; and, further, in a wood pavement having gutters made of small round blocks, and the body of the pavement of large half-round blocks, laid in regular rows across the street, and so as to break joints, all as fully hereinafter explained.

In the drawings, Figure 1 is a perspective view of a portion of my block pavement, composed of mingled round and split blocks, the board-flooring being also shown; and Fig. 2, a top view of my pavement, having the half-round blocks breaking joints, and with the gutters made of small round blocks.

The street is first properly graded and covered with sand or gravel, and upon the sand or gravel is laid the board or plank flooring A, with the boards laid, preferably, lengthwise of the street. Upon this board-flooring is placed my upper course, B, of round and split blocks.

This course is composed of small round blocks *a* and large split blocks *b*, which latter are made from the large round blocks split in the center, and are substantially of semicircular shape. These round and half-round blocks are promiscuously mingled in about equal proportions, and laid upon the board-flooring, the large half-round blocks protecting the edges of the small round blocks, as already explained. The blocks may then be flooded with tar or pitch, and covered with sand or gravel; or they may have the interstices filled with gravel, and the surface then covered with tar or pitch, and then with a coating of sand; or the blocks may be covered, and the spaces filled with gravel, without employing tar or pitch.

I have also designed to make the upper course of large half-round blocks, *c*, Fig. 2, laid in regular rows across the street, the blocks of one row breaking joints with those of the adjoining rows, and the blocks of each row being reversed alternately, the round side of one block being in one direction, and the round side of the next block in the opposite direction, so that they will fit close together without leaving much space.

I also intend to construct the gutters of this last pavement, and of the first-described pavement, in some cases, of small round blocks *d*, which will serve for the gutters, there not being much travel over them.

All these blocks may be made of red or yellow cedar, cypress, or tamarack, and by using both large and small blocks there is less waste of material, and the pavement can be made cheaper.

I am aware that a round and split block pavement has been patented, where the blocks are laid in regular rows across the street, of split and round blocks, the blocks of each

kind being grouped together; but this pavement is not practicable, the small round blocks not being protected, and the cost of constructing the pavement being much more than when the round and split blocks are laid promiscuously.

I am also aware that it is customary, in laying round-block pavements, to drive split portions of blocks into the larger interstices, and that a round-block pavement has been patented showing a number of half-round and split blocks interspersed among the round blocks; but I never knew of a pavement being laid, previous to my invention, having the upper course composed of small round blocks and large half-round blocks, in about equal proportions, laid promiscuously.

What I claim as my invention is—

1. The upper course of a wood pavement, composed of small round blocks and of large half-round blocks, in about equal proportions, and laid promiscuously, so that the edges of the round blocks will be protected by the half-round blocks, substantially as described and shown.

2. A wood pavement composed of a board-flooring, A, and an upper course, B, of small round blocks and large half-round blocks, in about equal proportions, and laid promiscuously, so that the edges of the round blocks will be protected by the half-round blocks, substantially as described and shown.

3. A round and split block pavement, having the gutters composed wholly of small round blocks, substantially as described and shown.

4. A wood pavement having the center of the roadway made wholly of half-round blocks placed in regular rows, breaking joints, and with the gutters paved with small round blocks, substantially as described and shown.

This specification signed and witnessed this 4th day of November, 1878.

WILLIAM H. STOW.

Witnesses:
GEO. T. PITKIN,
J. E. WOODMAN.